

## THE TIMES Tomorrow



Rose ...  
The Times Profile:  
Umberto Eco, somewhat  
surprised best-selling  
author of *The Name of  
The Rose*

... and Crown  
Tim Heald reviews  
Elizabeth R, by Elizabeth  
Longford  
Tweedy desperado  
Sir John Hoskyns,  
scourge of the political  
Establishment  
Travelling ...  
Business travel takes off  
again: a special report  
... in Europe  
How Britain's football  
clubs fared in Europe

## 22 held in cancer charity raid

The police were questioning 22 people after raids by the Fraud Squad in London and Peterborough in connection with the activities of the charity Children with Cancer. The inquiry began after *Sunday Times* allegations that a businessman was making 65p from each pound raised. The police have asked for people who have had dealings with the organization to contact them.

## Argentina drive for UN support

Argentina launched a campaign at the UN for European support for the junta's Falklands policy with an appeal to Britain's allies to persuade her to discontinue the "Fortress Falklands" policy.

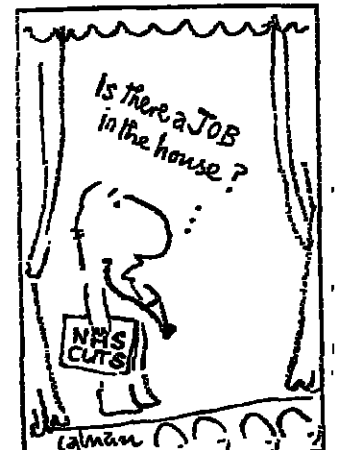
## Beitjerman stable

Sir John Beitjerman remained on the danger list at Brompton Hospital, London, but his condition was said to be stable. He had a heart attack on Monday.

## IRA arrests

Two more of the prisoners who escaped from the Maze prison were recaptured after the security forces surrounded a house near Newcastle, Co Down.

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## £1.6m yearling

A European record price of £1,627,500 was paid by a Robert Sangster syndicate for a Hello Gorgeous yearling colt at Newmarket. Earlier report, page 26

## Football results

Barnsley 3, Grimsby Town 1; Fulham 2, Middlesbrough 1; Oldham Athletic 0, Charlton Athletic 0; Bolton Wanderers 0, Burnley 0; Bournemouth 0, Bristol Rovers 1; Hull City 1, Wimbledon 0; Newport County 1, Preston North End 1; Plymouth Argyle 4, Southport United 0; Sheffield United 2, Bradford City 0; Aldershot 2, Swindon Town 1; Blackpool 2, Mansfield Town 0; Bristol City 3, Reading 1; Chesterfield 0, Hereford United 0; Darlington 1, Bury 2; Doncaster Rovers 2, York City 2; Halifax Town 2, Northampton Town 2; Rochdale 2, Hartlepool United 0.

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# Miners call special conference to fight pit closures

By Paul Routledge, Labour Editor

Miners' leaders yesterday took the first step towards a strike this winter by making official a strike by militant Scottish miners and calling a special conference next month to fight pit closures.

They also submitted a claim for "substantial" wage increases designed to bring the value of their pay back up to levels reached after their last big confrontation with the Government in 1974.

No clear figures were put on the demand, but officials of the National Coal Board calculated that it could add at least 20 per cent to the industry's wage bill.

After being given an unusually detailed submission, the board yesterday put off making an offer to the union until Friday, when the miners would be likely to be offered rises in line with the Cabinet's 3 per cent ceiling on settlement in the public sector.

But the impetus is now building up over jobs rather than pay. The executive committee of the National Union of Mineworkers voted unanimously to support the two-week-old strike by pitmen at Monktonhall colliery near Edinburgh and to call a special delegate conference on the future of the industry, in London on October 21.

Mr Arthur Scargill, president of the NUM, said that the conference would "determine the union's position" on pit closures, and a number of options would be considered. He declined to say what they might be, but a national overtime ban is understood to be an item on the agenda. About 10 per cent of all shifts worked in the industry are done in overtime.

"The fight to maintain living standards is paramount, but at the same time so is the fight to maintain jobs and pits because if we do not have jobs and pits there is little point in fighting for wage increases," he said.

About 100 miners from Monktonhall pit lobbied yesterday's executive meeting, and they were told by Mr Michael McGahey, president of the NUM in Scotland, that the miners would take their battle "to the labour and trade union movement". He appealed: "Keep your unity. Stand firm behind your union".

It is unprecedented for the NUM to make official a strike at one colliery, but the miners are feeling under a spate of shutdowns that has evidently made their leaders decide that the time has come to call a halt. There are 16,000 fewer pitmen in the industry than a year ago, and at least 16 collieries have closed or are scheduled to close by the end of the 1983-84 financial year.

It was announced yesterday that Herrington Burn colliery near Sunderland, Tyne and Wear, is almost certain to close.

The board's more immediate concern is to conclude a quick settlement on the miners' claim for a new wage deal operative from November 1. Present earnings in the industry (including output bonuses) range from £148.27 a week on the surface to £178.93 at the colliface.

The board yesterday "just listened" to the miners' case, which recalled the old days of detailed and logically-argued submissions rather than the heady "give us the money" demands of the 1970s.

After a half-hour adjournment Mr James Cowan, board member for industrial relations, asked for time to consider the mass of statistics and promises to make an offer on Friday morning.

Vauxhall ballot, page 2

MINERS' PAY

|      | Claim                 | Settlement | Weekly average wages | National average manual wage |
|------|-----------------------|------------|----------------------|------------------------------|
| 1979 | 25                    | 20         | £101.78              | £93.00                       |
| 1980 | 25                    | 13         | £119.15              | £111.70                      |
| 1981 | 24                    | 9.5        | £140.20              | £121.90                      |
| 1982 | 31                    | 7          | £156.36              | £133.80                      |
| 1983 | substantial due Nov 1 |            | £166.07              | £143.00 (est)                |

\*at April 1

## Hitch over Lebanon peace talks

From Our Correspondent Beirut

The guns remained silent in Lebanon for the second consecutive day in spite of failure by the various armed factions to agree on a meeting site for the committee that will oversee the ceasefire.

Lebanese state radio and television, quoting an army communiqué, said that the Government, as well as Christian, Druze and Muslim militias, had chosen representatives for the ceasefire supervisory committee.

But sources close to Amal, the Shia Muslim militia, said that the committee had failed to meet yesterday, because its members could not agree where to meet.

The delay is likely to slow the dispatch of "impartial observers", possibly to include members of the United Nations truce supervision organization, into the mountain areas south and east of Beirut.

Such a delay could lead to further charges that the combatants are using the lull in the fighting to rearm and fortify their positions.

Early yesterday, the Lebanese Army charged that the Druze militia was using the ceasefire to improve their mountain positions.

Lebanon's Minister of Public Works, Mr Pierre Khoury, said that Beirut's international airport may be opened to flights tomorrow. The airport has been closed since August 28, when Shia militia and Lebanese army troops clashed in the capital's southern suburbs.

The meeting of the ceasefire supervisory committee of military representatives will be followed by the formation of a so-called national reconciliation committee that will discuss Lebanon's future.

Despite efforts to draw leaders of the key political factions to the national summit meeting, it is feared that a lasting solution will not be found.

Syrian resolve, page 5

## More Cunard work goes abroad

By Michael Bailey, Transport Editor

Cunard infuriated Britain's work-starved shipyard again yesterday by taking yet another passenger ship contract abroad.

Just a week after agreeing to send the Queen Elizabeth 2 to Germany for a £4.5m winter refit, the line confirmed that the 25,000-ton *Vistafjord* is to have a £3m overhaul in Malta, and her sister the *Sagafjord* in San Francisco.

Malta Dry Docks is the yard which caused a furore earlier in the year by winning a £3m contract for a post-Falklands refit of the 17,000-ton *Cunard Countess* after British yards said they could not do it in time.

And a year ago Cunard proposed to build a replacement for the container-ship *Atlantic Conveyor*, sunk in the Falklands, in South Korea - an order eventually placed at Swan Hound's yard on the Tyne after a £15m grant from the Government.

The *Vistafjord* is one of two cruise ships bought by Cunard from Norwegian America Line for £46m in May, and Cunard said last night that she was being dry-docked in Malta because that was where the Norwegian line had planned to refit her and were delivering her.

The *Sagafjord*, 24,000 tons, will be dry-docked in San Francisco about the same time for exactly the same reason, Cunard added.

Unlike the first three ships, British yards were not asked to quote for the two latest contracts and were not surprised. "Naturally our salesmen were watching these ships in case the change of ownership brought work our way, but we were not asked to quote and were not expecting to be," a British Shipbuilders spokesman said.

But the shipyard unions reacted with predictable fury. Mr James Murray, leader of the boilermakers' section of the General Municipal, Boilermakers and Allied Trades Union, accused Cunard of "putting greed and profit as a higher motive than their interest in the British shipbuilding industry".

Placing the *Vistafjord* order in Malta was "the final nail in the

the *Countess* refitted in Malta if British yards could not meet the line's essential deadlines.

The *Vistafjord*, built in Britain in 1973, and the *Sagafjord*, built in France in 1965, bring Cunard's cruise fleet to five - the *QE2*, *Princess*, and *Countess*, *Vista* and *Sagafjord*.

The two ships were bought to extend Cunard's interest in cruising without adding new tonnage to a market already in danger of over-capacity.

The company said in May that it expected to make record profits from cruising this year.

Its policy of buying and repairing cheaply is in sharp contrast to P & O, for whom Cunard's parent, Trafalgar House, made a recent takeover bid. P & O is spending £100m on a new cruise ship, to be named the *Walrus* Princess by the Princess of Wales.

Flag transfer fears, back page

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# Roads system adequate by end of decade, Government promises

By Michael Bailey, Transport Editor

Britain's roads programme is racing ahead, helped by lower inflation and fierce competition among contractors, the Government claimed yesterday.

More than £2,000m will be spent on roads in England this year, and by the end of the decade almost all the need for inter-urban roads will have been met.

When that time comes, according to a White Paper published yesterday, the emphasis will shift from roads between towns and cities to movement within them.

Talking is taking place with local authorities about a revised primary road network to meet the needs of the next century, and how to cope with traffic in towns. The answer to the last is unlikely to be simply more roads,

the White Paper says, especially in dense inner areas where the cost of roads is high and the social and visual damage is great.

"A comprehensive replacement of the road system in places like inner London is not the answer," the White Paper says. "But there will be places where new or significantly improved roads are the right answer."

These will be combined with improved techniques of traffic management; parking controls and lorry routes; and the needs of public transport.

Such urban roads as are built will need to ease congestion, especially where public transport would be helped; take heavy through traffic out of shopping and residential areas; improve

access for industry and commerce; and improve the condition and appearance of the roads, the White Paper says.

Of the £2,000m being spent this year, more than £500m is going on new and improved motorways, trunk roads and by-passes, and about £300m on improving and maintaining local authority roads.

The star of the programme continues to be London's orbital motorway, the M25, of which more than half - 62 out of 121 miles - is open, and a further third under construction.

The M11 Dartford Tunnel link was completed in the spring and traffic from the Midlands, North and Scotland will be able to travel all the way to Dover on motorways or dual-carriageways when the next section to the A1 is completed.

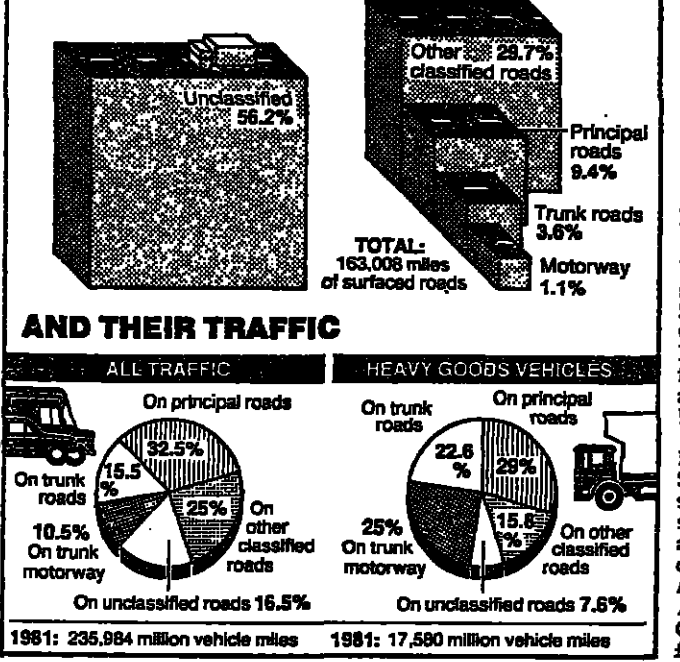
Other key schemes opened this year include part of the M63 Manchester outer ring road, the southern by-pass of Ipswich and the A180 to Lymington.

Another 190 miles of new trunk road is at present under construction, including the remaining sections of the M25 in the west and south-west of London (con- tracts for a 12½-mile stretch from Heathrow to Rickmansworth have also been let; the last sections of the M27 north of Southampton, parts of the M65 Calder Valley motorway in Lancashire, the M3 extension from Basingstoke to Winchester and the M42 to the south of Birmingham).

Commenting on the White Paper yesterday Mr Tom King, Secretary of State for Transport, said: "The main inter-urban road structure is there, but inter-urban areas lack good roads, the south-east as much as anywhere."

Policy for Roads in England: 1983. (Department of Transport, Cmnd 9059, Stationery Office, £4.65.)

## BRITAIN'S ROADS...



## Job losses ahead, Jenkin tells TUC

By David Walker, Local Government Correspondent

Mr Patrick Jenkin, Secretary of State for the Environment, yesterday told a delegation from the TUC to expect "substantial" job losses from the Government's rate-capping plan.

He also admitted that there would be "disruption, distress and hardship" because of the abolition of the Greater London Council and the metropolitan counties. Jobs would be lost, he said, but he would give no precise figure.

Speaking to members of the TUC's local government committee, which represents two million workers in municipal employment, Mr Jenkin denied that he planned to cut 300,000 jobs over two years, a figure estimated by the TUC.

Mr Fred Jarvis, general secretary of the National Union of Teachers, said that the Government would be increasing unemployment in inner-city areas where unemployment was at a high level.

● The Society of Metropolitan Treasurers has rejected the Government's plan to control rates as uncertain and unsound.

The society, representing finance officials from London and the metropolitan areas, said it had no wish to get into a political argument with the Government. Instead, it had evaluated the practical aspects of the Government's scheme to cap the rates of up to 20 high-spending councils and found it wanting.

## Pre-Christmas job prospects are brighter

By Andrew Corns

Britain's 2.9m unemployed stand a better chance of finding jobs before Christmas than at any time in the past four years, according to a survey of employment prospects published today.

The survey of nearly 1,200 employers representing more than three million staff was conducted by Manpower, the temporary employment services company. It reveals that twice as many companies intend to take on extra staff in the next quarter as expect job losses, which makes it the brightest fourth quarter of the year since the end of 1979.

Normally the Christmas quarter sees a sharp fall in recruitment activity, but this time the proportion of employers expecting to take on staff is virtually the same as the relatively buoyant last quarter.

## Ballot urged as Vauxhall strike threat recedes

By Our Labour Editor

The threat of an all-out strike by 14,500 manual workers at Vauxhall Motors receded yesterday after some shop stewards called for a secret ballot and Mr Terence Duffy, leader of the engineering workers, appealed to the workers to await the outcome of a national conference of the two parties.

Mass meetings have been called at the company's plants in Luton, Dunstable and Ellesmere Port to reject a "final offer" of 8 per cent pay rises spread over 14 months, and to prepare for industrial action. The unions are claiming £25 a week.

The mass meetings began at Ellesmere Port yesterday when 1,800 production workers belonging to the Transport and General Workers' Union voted to reject the company's offer.

## Castle sale fetches £2.1m so far

By Louise Nicholson

Christie's three-day sale of the contents of Lutetia Castle yesterday outside Dublin continued yesterday as successfully as it began on Monday, bringing the total so far to IR£2,656,759 (£2.1m).

The morning session, devoted to pictures and silver, made IR£681,577 (£536,679).

A London dealer, Mr Roy Miles, said IR£1,840,000 (estimate IR£2,000,000 to 30,000) to secure George Elgar Hicks's romantic portrait of Adelaide Maria, Countess of Iveagh.

She was the cousin and wife of Edward Guinness, first Lord Iveagh, and grandmother of Mrs Aileen Plunkett, who is selling the castle and its contents.

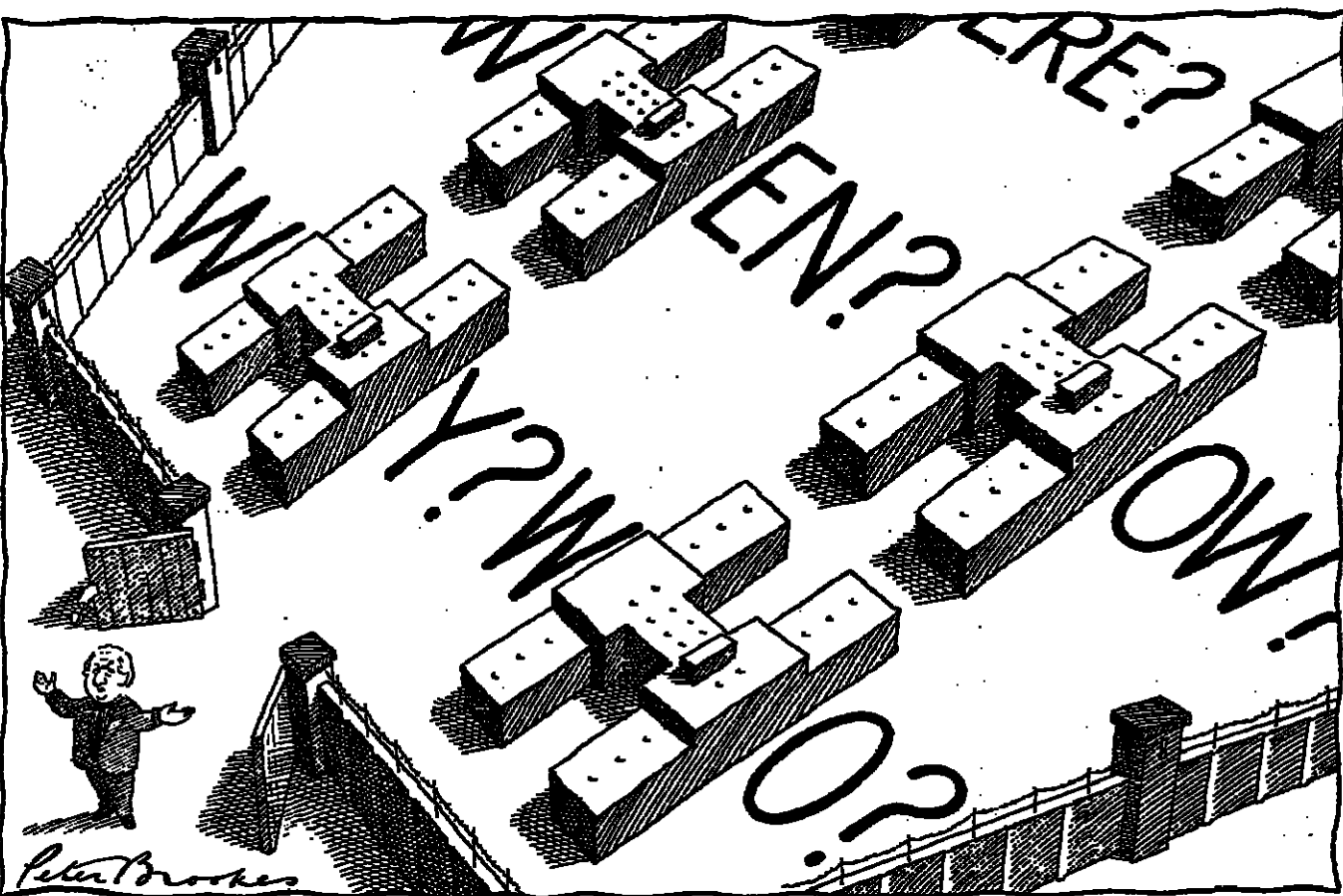
Another family portrait made IR£14,040. It shows Mrs Plunkett's father, Arthur Ernest Guinness, who bought the castle in 1927 and gave it to his daughter. Christie's described the sale so far as "an accolade to Mrs Plunkett's discerning eye and amazing flair and taste".

## Dancer 'willing to try body-building'

Geoffrey Wynne, the ballet dancer dismissed by the London Festival Ballet who was allegedly not strong enough to lift a seven-ton ballerina, said yesterday he was not weak or over the hill at 35.

He was thin, he admitted, but could have taken up body-building had anyone told him. The ballet claims that the former soloist lacked the "necessary masculinity" for the job, and became increasingly "effeminate".

But Mr Wynne, of King's Road, Chelsea, told a London industrial tribunal yesterday that he thought he was dismissed



## Martin 'hit in face with pistol'

By John Withrow

David Martin was hit across the face with a pistol by a policeman as he lay wounded in a pool of blood outside his flat, a jury at the Central Criminal Court was told yesterday.

Mr Kenneth Richardson, QC, for the prosecution, read part of a written statement by Det Constable Peter Finch in which he said that Mr Martin was reaching for his gun so he hit him across the face with his pistol and pushed the gun away.

The jury has been told that Constable Finch has not been called to give evidence because he was charged after the shooting of Mr Stephen Waldorf in London earlier this year and the case has not been heard.

The arrest of Mr Martin occurred on September 15, 1982, when several police officers waited for him as he returned to his flat in Crawford Place, west London. The Crown alleges that Mr Martin, aged 36, was shot in the neck as he resisted arrest but the defence maintains he was shot without warning.

Mr Martin has had pleas of not guilty entered against 15 charges, including the attempted murder of Police Constable Nicholas Carr.

Yesterday the court heard evidence from Police Constable Peter Van Dee, who fired the shot. He told the jury that he saw Mr Martin struggling with Constable Finch.

"I suddenly saw something in Martin's right hand and I realized it was a silver-coloured revolver. I brought up my weapon to the aim position and shouted: 'Freeze. Armed police!' He pointed the gun at the officer and I sincerely believe he was going to shoot him", PC Van Dee said.

He then fired and hit Mr Martin in the back of the neck. The trial continues today.

## No fight over 506 axed health jobs

By Pat Healy, Social Services Correspondent

The projected revolt of the Mersey regional health authority over the 506 job cuts agreed between its chairman and officers with the Department of Health and Social Services fizzled out last night.

Instead of demanding that the job cuts be withdrawn, the authority accepted them by nine votes to five and went on to urge the Government not to repeat the exercise.

Meanwhile, the chairman and officers of the North-east Thames regional health authority spent more than three hours discussing with ministers and DHSS officials why they should not accept job cuts of 1,416 by next March.

North-east Thames is the only one of four Thames regions not to have settled yet on a compromise figure, and the talks were adjourned last night.

Talks so far have produced settlements amounting to the loss of 3,503 jobs in five regions, while three are to be allowed to employ 1,123 more staff, which they say is not enough to staff hospitals due to open in the next few months.

The Mersey cuts will mean several nurses' jobs having to go before the end of the financial year, but all posts for doctors and dentists will be protected. The worst affects will be felt in Liverpool, where two orthopaedic wards, one in a children's hospital and the other in a geriatric hospital will be closed.

The General Municipal Bitter-makers and Allied Trades Union is to move an emergency motion at next week's Labour Party conference condemning the cuts.

Voluntary organizations are drawing up plans to fight cuts in government grants, in spite of denials yesterday that any cuts are being planned.

The Department of Health and Social Services insisted yesterday that its grants to voluntary organizations had gone up this year, although it admitted that demand was so great that some had been refused for the first time.

However, inside sources said that civil servants are working on plans to trim 2 per cent from the £10m budget allocated to the voluntary sector.

## Man loses arm

By Hugh Clayton, Environment Correspondent

Leaders of the 10 English and Welsh water authorities have told trade unions that the authorities' demand for an end to the closed shop in the water supply industry is not negotiable. The ending of the closed shop is part of a fundamental administrative change demanded by Ministers last year.

The National Water Council, a quango founded by the Labour Government in 1974, will be abolished on Friday and succeeded by the Water Authorities Association, a trade body shorn of the council's statutory powers. The association will be led by the

## Slimming steps

A girl aged 20 who weighed 32 stone when she was admitted to King's Mill Hospital, Mansfield, Nottinghamshire, six weeks ago, was walking round in a ward yesterday, after being put on an intensive diet. She was unable to stand when she was admitted.

## Closed shop ultimatum

By Hugh Clayton, Environment Correspondent

Leaders of the 10 English and Welsh water authorities have told trade unions that the authorities' demand for an end to the closed shop in the water supply industry is not negotiable. The ending of the closed shop is part of a fundamental administrative change demanded by Ministers last year.

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## Water authorities' workforce

1975 58,000  
1979 63,000  
1983 67,000

Workforce of the 10 statutory bodies which supply water to the four quarters of England and Wales.  
Source: National Water Council.

chairmen of the 10 authorities and 28 companies which supply water in England and Wales.

They have met as a transitional committee and have put forward a package to unions. The abolition of the closed shop is its most contentious element.

Authority leaders deny union claims that they have been told by

## Yacht firm told to pay £114,293

By Stephen Goodwin

A retired Royal Navy commander and his wife who spent their life savings on a 39ft motor yacht and subsequently found the hull to be grossly defective were awarded damages and interest totalling £114,293.70 in the High Court yesterday.

Commander Norman Burton, aged 60, and his wife Daphne bought their Trader Trawler 39 from the Tarquin Yacht Company Ltd in 1980. They intended to charter the boat in the south of France and use the proceeds to build a villa in Spain.

The award was made up of £33,241 for the loss on the boat, now laid up at Puerto José Banus, near Marbella, Spain, £39,357.50 loss of income from chartering, £14,596.99 for wasted expenditure and interest.

The Tarquin Yacht Company Ltd was not represented at the hearing. In fact, since the Burtons began their legal battle the name of the Hampshire-based company has changed to the Tarquin Boat Company Ltd, though its motif and managing director, Mr Tony Chappell, remain the same.

The full extent of the defects emerged when the Taiwan-built boat was taken out of the water at Puerto José Banus for work on the propeller.

Mr Graham Caddick, a marine consultant and naval architect who went twice to inspect the boat in Spain in 1981, told the court that he had found evidence of "severe manufacturing defects or inadequacies."

"I would not recommend anybody to go sailing it around," he said. "The indications were that the hull was grossly defective."

He explained that the defects to the hull were such that water might have penetrated the glass fibre laminate.

## Paisley hits at Maze security lapses

From Richard Ford, Belfast

As the hunt for the 21 Provisional IRA escapees from the Maze prison continued throughout Northern Ireland yesterday the Reverend Ian Paisley alleged that there had been 12 serious lapses of security in the jail, allowing the prisoners to flee.

But the Northern Ireland Office denied the Democratic Unionist Party leader's claim that Mr James Prior, Secretary of State for Northern Ireland, had told him of security failures and his allegation that the main gate was open at the time of the escape.

With Mr Paisley saying that the inquiry begun by Sir James Hennessy, Chief Inspector of Prisons, would be a "white-wash", some of the recaptured prisoners were being questioned by the police at the Castlereagh holding centre in east Belfast.

Others were being interrogated inside the high-security jail by a team of detectives headed by a Detective Chief Superintendent which has been set up to investigate the murder of Mr James Farris, aged 43, the prison officer, stabbed to death in the break-out on Sunday.

All visits and receipt of food parcels at the Maze have been banned by the Prison Officers' Association as a mark of respect for Mr Farris whose funeral, which will be attended by Mr Nicholas Scott, Under-Secretary of State with responsibility for prisons, tomorrow. Three prison officers injured in the escape remain in prison along with one prisoner injured during his recapture.

Thousands of troops and policemen were still operating inside the Maze yesterday, although detectives accept that almost three days after the escape they will need a "lucky break" in their hunt for the fugitives. People were given warnings not to approach the "dangerous and desperate men" and to secure their homes and vehicles.

Detectives believe that the scale of the hunt may have forced the fleeing prisoners to lie low in Ulster areas where they would find "safe houses" before attempting to move for the border with the Irish Republic at the weekend.

But with the prison only 40 minutes from the border and three of the cars and some still missing, it is likely that some may have already crossed into the Republic on the maze of unauthorized roads.

As the hunt was stepped up, traffic was unable to move for more than five miles without coming across a road block where vehicles were searched and drivers were asked for identification.

As Sir James visited the prison Mr Paisley said there had been 12 serious lapses of security, including the smuggling of five handguns and two replicas into the complex. He alleged they had got through at least seven gates within the complex without the alarm being raised and that some doors could have been opened only from the inside.

He also claimed that the outside gate was open and the Army was either not at the perimeter fence or did not react quickly enough and the back-up facilities were slow in arriving. The Northern Ireland Office denied the gate was open.

## Father flees after release

Mr Patrick Gilmore, father of a Provisional IRA "supergrass", was forced to go into hiding yesterday only hours after being freed from captivity when a mob besieged his home in the Creggan estate in Londonderry.

Mr Gilmore returned home after 10 months in IRA captivity. Leading article, page 13

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Australia \$28; Belgium 8 fr 50; Canada \$28; Denmark 110 kr; France 100 fr; Germany 100 DM; Greece 100 dr; Hong Kong \$28; India 100 rupee; Italy 100 lire; Japan 100 yen; Korea 100 won; Luxembourg 100 franc; Netherlands 100 guilder; New Zealand \$28; Norway 100 kr; Portugal 100 escudo; Singapore 100 dollar; Spain 100 peseta; Sweden 100 krona; Switzerland 100 franc; Taiwan 100 dollar; USA \$28; Yugoslavia 100 dinar.

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## Life sentence by court martial

## Triple-killing soldier convicted

An Irish Army private was sentenced to penal servitude for life yesterday for shooting dead three of his colleagues in the United Nations peacekeeping force in the Lebanon last October. His lawyer said he would appeal.

Michael McAleavey, aged 22, a bachelor from the Falls Road, Belfast, was found guilty at the end of a 36-day court-martial at The Curragh, co Kildare.

He had denied murdering Corporal Gregory Morrow, and Private Peter Burke, both aged 20, and Private Thomas Murphy, aged 19, all from Dublin, while on vehicle checkpoint duty at Tibnin Bridge.

At St Thomas's Secondary School, McAleavey struggled and failed to get a place at the Ulster Polytechnic for a four-year art course. A school friend said "He had ripped from his history book a rather crude anti-Jewish cartoon published in Germany during the

The court-martial team of seven officers also directed that McAleavey should be discharged with ignominy. He showed no emotion when sentenced.

An alleged confession he was said to have given to police from Dublin three months after the shooting was formally accepted as evidence. He recalled that after a disagreement with Corporal Morrow he had started shooting at the other soldiers.

"I just held my finger on the trigger. What happened is like a dream," he told detectives.

An argument started between McAleavey and two Israelis who drove up to their checkpoint. One

began talking to him in Hebrew, McAleavey said. "I called him a Jew boy."

After the truck drove away McAleavey and the other soldiers swore at each other. Half an hour later the shooting started.

The families of each of the three victims received about £32,000 compensation from the United Nations and the Irish Army.

Mrs Colette Morrow, the widow of one, yesterday sat through much of the evidence. Afterwards she would say only of McAleavey: "he took three lives."

Mrs Brigid Murphy, mother of another victim, said: "Nothing can bring my son back."

## The Hitler fanatic in IRA country

Michael McAleavey, the soldier who shot dead three of his own men, was a Hitler fanatic. He was a fascist in an army uniform who hated Jews and who tried to form a Nazi movement in tough republican Falls Road area of Belfast, the heart of IRA territory.

At school he defied teachers to preach the politics of the Third Reich, and enraged parents who believed their children were being corrupted.

McAleavey was once beaten so badly by a furious father that he ended up in hospital. But that did not stop his obsession with Hitler's

Germany, and his hatred of ethnic minorities.

McAleavey, lived with his father and two sisters, and although opposed to British rule in Northern Ireland, Irish culture or music held no appeal for him. Apart from art and rock'n'roll, Nazism was his only interest.

At St Thomas's Secondary School, McAleavey struggled and failed to get a place at the Ulster Polytechnic for a four-year art course. A school friend said "He had ripped from his history book a rather crude anti-Jewish cartoon published in Germany during the

war, and stuck it on to the wall. He also had pictures of German stormtroopers."

McAleavey was reprimanded several times by his teachers for trying to form neo-Nazi groups. At one time six boys walked through the school gates wearing swastika armbands. A former teacher said: "McAleavey was a troublemaker."

After leaving school he became a clerical assistant in the Falls Road labour exchange. But he disliked the drudgery of an office job and in 1979 he left to join the Irish Army.



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Thomas Lloyd



## Junior housemen criticized by GPs after death of 6 patients

From Tim Jones, Cardiff

General practitioners who send patients to the Prince Charles Hospital in Merthyr Tydfil, Mid Glamorgan, where six people have died during the past year shortly after being refused admission or discharged, have claimed that junior housemen appear to be challenging their assessments.

The family doctors want a meeting with senior consultants at the hospital to draw up an agreed medical admissions procedure. Mid Glamorgan Health Authority has already announced an inquiry into practices at the hospital, where there is often a shortage of medical beds because of the area's high illness rate.

In spite of the authority's claim that the record of the hospital's casualty department is as good as that of any other, Mr Edward Rowlands, Labour MP for Merthyr and Rhymney, has said that there is a "clear and growing concern" over some of the cases it handles.

It emerged yesterday that Mrs Janice James, aged 43, died a few hours after holding a small party to celebrate her discharge from the hospital. She died of heart disease which, her doctors point out, is not uncommon even in apparently fit people.

One GP, Dr Anil Srivastava, made a formal complaint to the hospital after learning that a woman patient, aged 53, had died of a heart complaint at her home although he had asked for her to be admitted.

He said yesterday: "This problem does not occur with surgical cases, who are admitted straight away into the wards. But in medical cases it appears that often junior doctors of limited experience challenge the judgment of experienced family doctors."

Dr Srivastava added: "I believe that the decision to refuse admission or to discharge a patient should be taken only by a senior consultant."

The four other people who died were Mr Ian Nolan, aged 27, who died 24 hours after leaving the hospital; Mrs Doris Jones, aged 57, who died six hours after being sent home; Emma Louise Dillon, aged five months, who died of pneumonia nine days after being sent home; and Mr John Simpson, who died of pneumonia 24 hours after being discharged from the casualty department.

Dr Neville Hughes, the authority's chief medical officer, confirmed that one of the areas to be covered by the inquiry would be the level of decisions taken which covers admissions and discharges.

He said: "The crisis at the hospital now is one of very low morale, which you can well understand. Wholesale criticisms going back for some years are now being made but are not justified in the vast majority of cases."

"The relatively low number of complaints have to be put in perspective and set against the hundreds of cases of patients who are treated entirely satisfactorily."

Senior members of the authority consider that the inquiry will centre primarily on procedures and systems rather than on individual members of the medical staff. However, no area of enquiry will be closed off.

The authority has confirmed that because of the shortage of beds in the hospital, opened five years ago, it is often more convenient to send patients to the accident and emergency department where initial assessments can be made.

## Portraits of the artists making monumental decisions



Members of the Society of Portrait Sculptors making their selections for an exhibition in the Mall Gallery, London, which will run from October 17 to 22. Right: One of the judges, Miss Freda Skinner, deliberating. (Photographs: John Voos).

## Teenagers 'embarrassed by trendy parents'

From Lucy Hodges, Education Correspondent, Cambridge

Parents and teachers should be firm with adolescents and not attempt to copy their dress or behaviour, Dr Maryn Gay, a consultant psychiatrist from Bristol, told the Headmasters Conference yesterday.

Addressing its annual meeting in Cambridge, he said he was worried by parents and other adults who tried to blur the gap between children and adults.

"In some schools you cannot see the difference between teachers and taught in dress, behaviour or anything else," he said.

"I am sure there are adolescents who are very embarrassed fre-

quently by the behaviour of their parents. It is necessary to have a generation boundary between adolescents and adults."

Dr Gay, who works at the Bristol Royal Hospital for Sick Children, had five pieces of advice for adults in dealing with adolescents.

They must be firm; they must be consistent; they must be able to communicate with young people; they must be sensitive to the aggressive feelings in themselves which adolescents brought out; and they should provide a stimulating environment in which

adolescents could grow and change.

Dr Gay said later that the number of adolescent patients referred to him by schools was increasing. He thought that this was because of greater public awareness about the problems of young people.

They were referred for various reasons: because they could not work; they could not cope with people; they stole; or they suffered physical pain.

The big public schools represented by the Headmasters' Conference were able to expel

pupils instead of referring them to a psychiatrist, he said. They might then end up at a secure unit such as Kingswood in Bristol, after murdering or raping someone.

The irony was that the fathers of such pathological individuals were often pathological themselves but were regarded as successful, he said.

"In society we see relatively pathological individuals as heads of large companies. They provide the children that you look after. We see them in society as acceptable. That sort of behaviour is seen as success," Dr Gay said.

## Store sued for arrest

From Our Correspondent, York

Miss Doris White, aged 72, yesterday began a rare legal action against a department store that called her a thief.

She is suing W. P. Brown of York, which wrongly accused her of stealing a Christmas card and subjected her to a "humiliating" interrogation. She is alleging false imprisonment and wrongful arrest.

The hearing at York County Court is believed to be the first of its kind for more than 40 years to involve a jury in a civil law suit. Miss White, of Hampden Street York, is claiming £3,000 damages from the family firm.

Christmas shopping in December, 1981, she was followed by a store manager who had told her that a customer saw her taking a card from the display and putting it into her shopping bag.

The police later discovered she had not bought or stolen anything from the store in Davygate, York.

The manager caught up with her in the office of a local newspaper. She told the jury that the man snatched her shopping bag.

Miss White was taken back to the store and made to sit in a cubicle in full view of shoppers for 20 minutes.

The hearing continues today.

## Spurned mistress describes killing

A woman sobbed yesterday as she described to a murder trial jury at the Central Criminal Court how she killed her aging millionaire lover with a champagne bottle after he taunted her about her sexuality and said he was rejecting her for a younger mistress.

Mrs Pamela Megginson, aged 61, is accused of murdering Mr Alec Hubbers, aged 79, a furniture company director, with whom she lives at his home in The Bishops Avenue, Hampstead, London.

She discovered that Mr Hubbers had a new, younger mistress, Madame Nicole Arnaud, from Monaco, and had arranged to sell Madame Arnaud his flat at Cap Ferrat in the South of France. Last October, Mr Hubbers took Mrs Megginson back to Cap Ferrat where he told her that he was in love with Madame Arnaud. "He

said he wanted her to take my place, and wanted to get rid of me."

"He said I wasn't as good in bed as she was. It was all horrible. She was beautiful and lovely to him and I wasn't any more."

Despite his taunts they went to bed together at the flat on October 14 and began "to get more friendly", and indulge in sex. "But then, he started pushing me away, and hitting me. He turned on his side and said he didn't want to be bothered with me again. I picked up a champagne bottle from the drinks bar by the bed and I hit him over the head. I went mad, and I was crazy. I lost all self control."

"I realized he must be dead after I stopped trembling. I was so frantic and frenzied that I can't remember a thing."

The trial continues.

## Boys' invention solves problem for blind

By Kenneth Gosling

A new machine to help the blind and partially sighted to read and write has been invented by three pupils at Sevenoaks School in Kent, using a system of symbols devised in 1847. It could be in production next year and the three young inventors hope it will cost no more than an ordinary typewriter.

Yesterday Chris Berry, aged 16, and Neil Darracott, and Jon Harlow, both 17, were in London to receive a £500 award for having solved a problem that has defeated their elders for well over a century: how to adapt Dr William Moon's system of embossed writing, using an alphabet of only nine characters, so that virtually anyone, blind or sighted, can write it.

Up to now, the only way to write in Moon, which is considerably simpler than Braille, has been to use a special embossing press.

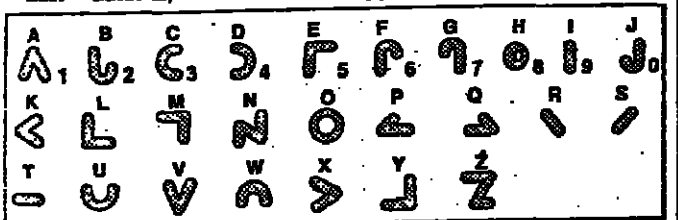
Last autumn, Mr Cedric

Garland, technical officer of the Royal National Institute for the blind, asked Mr Gerd Sommerhoff, director of the Centre of Creative Technology at Sevenoaks School, to tackle the problem.

The three boys, working under his supervision, produced five machines. Neil Darracott said: "All of them worked at one stage or another, but we finally developed the Moonwriter, which is a cross between a pen and a typewriter."

The Patients' Aid Association put up the £500 prize money for the David Scott Blackhall award given annually in memory of the BBC Radio 4 *In Touch* programme's former presenter, for the best invention to help the blind.

The prototype, which is smaller than a portable typewriter, will now undergo three months' field trials at the Centre for the Education of the Visually Handicapped in Birmingham.



The Moon alphabet - nine symbols in different orientations representing the letters and numbers.

## Fugitive's bail backers lose £90,000

Four people were ordered yesterday to forfeit a total of £90,000 in bail they put up for an American, facing pornography smuggling charges, who fled from London to New York last month.

The Recorder of London, Sir James Miskin, QC, sitting at the Central Criminal Court, said he would not order the four sureties to forfeit all the £150,000 they had put up, because they had not been negligent. The American, Scott Dorman, aged 33, described as a book distributor, had behaved abominably, he said.

Mr Dorman's fiancée, Rosemary Unsworth, a *Times* Business News journalist, is to forfeit £15,000, as is Andrew Eagle, a television producer. Miss Unsworth's father, a dentist, and Victoria Morris, an advertising agent, must each pay £30,000.

## Businessmen give B-Cal top airline award

By Michael Bailey, Transport Editor

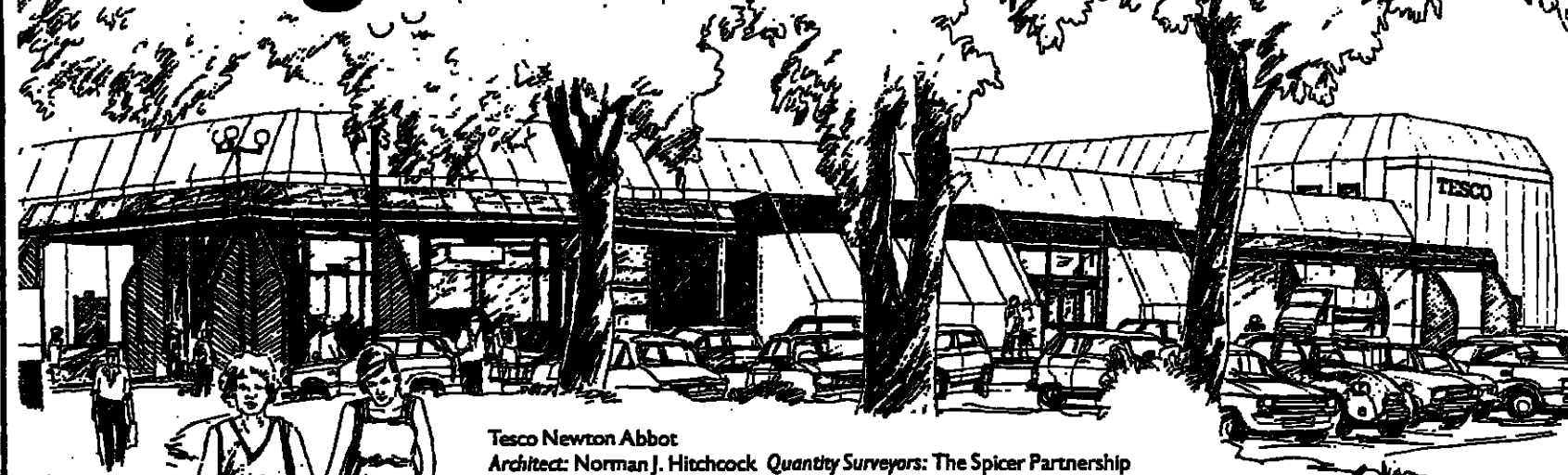
British Caledonian has displaced British Airways as the British businessmen's favourite airline - despite BA's publicity campaign to the contrary - according to a survey among readers of the magazine *Executive Travel*. Swissair came third.

For domestic flights, British Midland, the "friendly independent" which is challenging BA's Shuttle routes was voted best, followed by British Caledonian and British Airways.

The state airline came top in the transatlantic category for the second successive year however. The airlines preferred by readers of *Executive Travel*, who make a combined total of 500,000 trips a year are as follows (last year's winners in brackets):

- World's best airline: 1 B-Cal (BA), 2 BA (Swissair), 3 Swissair (Lufthansa).
- Best transatlantic: 1 BA (BA), 2 TWA (TWA), 3 B-Cal (PanAm).
- Best to Europe: 1 Swissair (Lufthansa), 2 BA (Swissair), 3 Lufthansa (BA).
- Best to Far East: 1 Cathay Pacific (Cathay Pacific), 2 Singapore (Singapore), 3 Thai (Thai).
- Best to Middle East: 1 Gulf (Gulf), 2 BA (Swissair), 3 Swissair (Cathay).
- Best to Africa: 1 B-Cal (B-Cal), 2 South African Airways (Swissair), 3 BA (BA).
- Best to Caribbean, Central and S America: 1 B-Cal, 2 Varig, 3 BA.
- Best to Pacific: 1 Air New Zealand, 2 Qantas, 3 UTA.
- Best US domestic: 1 American Airlines (American), 2 Delta (Delta), 3 United (United).

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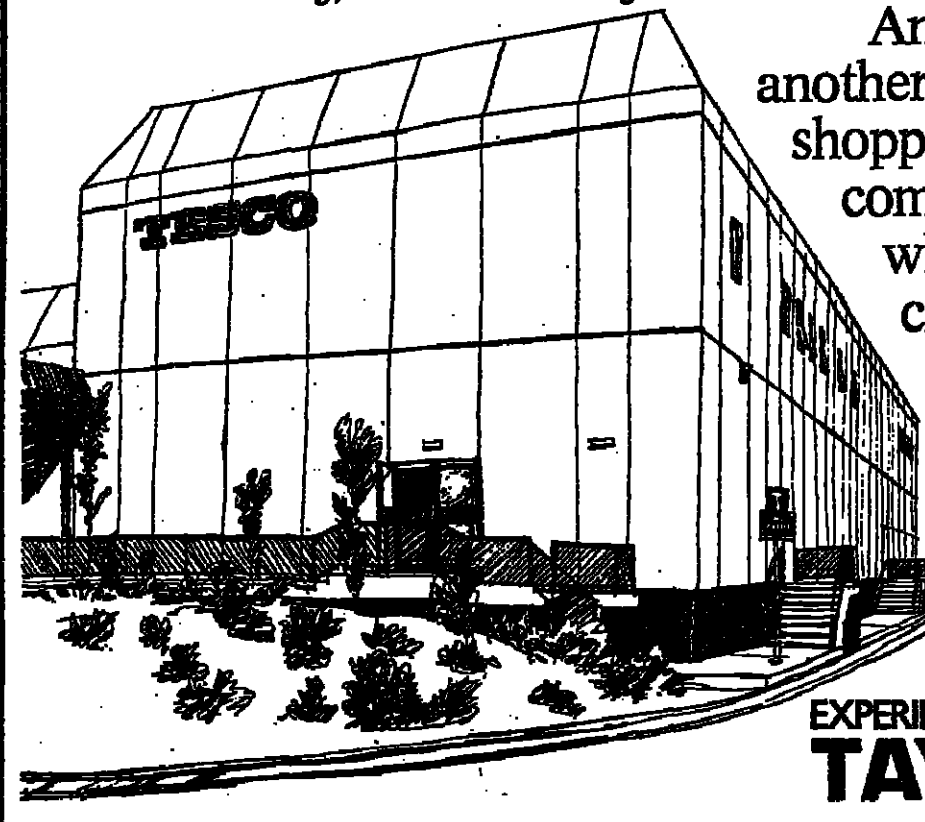
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**By Nicholas Timmins**

### From Our Correspondent

**By Clifford Webb, Motoring Correspondent**

**By Kenneth Gasling**

### Town planning today: 3

## A fury abroad

**From Peter Nichols, Ravello**

From Christopher Mosey

**By Henry Stanhope, Diplomatic Correspondent**

• **From a Correspondent, Madrid**

names Government in 1981 accounted for more than 10,000 people in the first eight months of this year.



## Lebanon's fragile ceasefire

## Syria resolved to break Israel pact

Elated by what it regards as the humiliation of President Amin Gemayel's American-supported government in Beirut, the Syrians are making no secret of their determination to work for the final destruction of the unofficial "peace" agreement between Israel and Lebanon.

Government-controlled newspapers in Damascus are also referring to the Druze militias in Lebanon who have been fighting the Lebanese army as "patriotic forces" who have upset American plans for the region.

The papers have at the same time been publicizing Mr Denis Healey's suggestion that Britain should disengage itself from the peacekeeping force in Lebanon if the US becomes further involved in the conflict.

The Syrians are portraying themselves as the architects of the two-day-old ceasefire in Lebanon although their condemnation of President Gemayel has virtually

disappeared now that pro-Syrian Lebanese politicians are to be included in the conference for national reconciliation in Lebanon.

The significance of this is clear: once Mr Gemayel's government represents pro-Syrian as well as pro-Phalangist views, the Syrians have no objection to his remaining president.

The opposition leaders of the National Salvation Front have achieved a victory, a Syrian told *The Times* yesterday. "The majority in Lebanon have therefore won. This is a victory."

Nor do the authorities in Damascus have any intention of permitting the fruits of this victory to be lost if the ceasefire in Lebanon breaks down.

Scarcely 12 hours before the Lebanese Army claimed that Druze militia in the mountains above Beirut were being re-equipped with artillery weapons, I saw 12 large Grad missile launchers

being taken on Syrian army lorries through the central Lebanese town of Chouf, all the way to the mountains and the Beirut mountains.

The Syrians are not haphazard in their political planning, and Western embassies in Damascus believe Syria's attempts to crush the last independent Palestinian guerrilla movement in Lebanon loyal to Mr Yasser Arafat, the Palestine Liberation Organisation chairman, should be seen in the light of the two-day-old ceasefire.

Heavy fighting was going on around the northern Lebanese city of Tripoli yesterday between pro- and anti-Arafat factions, the PLO while Syria troops ordered the remaining Arafat loyalists out of Basbek and Hermei.

Disident Palestinian of Colonel Abu Moussa's PLO forces now control checkpoints on the mountain ridges east of Beirut, effectively confining the Arafat

men to the Tripoli area.

With almost all the Palestinian forces in Lebanon now under their control, the Syrians can apply further pressure on Mr Gemayel during the proposed reconciliation talks. If the Lebanese President wants the PLO to withdraw its men from Lebanon, then a price will have to be paid for this.

That price is not difficult to discover in Damascus. "Syria", the English-language *Syria Times* claimed yesterday, "will not give up her main goal to fulfil the Israeli-Lebanese accord since this accord is at the root of the current crisis in Lebanon. Syria... will not bargain or make concessions, regardless of American sabre-rattling and military threats."

Curiously, the Syrian Foreign Ministry has expressed more anger at France's air strikes against Syrian military positions in Lebanon last week than at the US naval bombardment there.



Playtime: Two United States Marines enjoying a break from the fighting with a game of Monopoly as the ceasefire holds

## EEC plays down Greek rift at UN

From Zdzislaw Pysarski, New York

Greece last night provided the United Nations General Assembly with the EEC view of the world as Community members sought to play down the seriousness of the Greek Government's frequent insistence on deviating from the common EEC foreign policy line.

Strenuous denials were being made over reports that Greece's attitudes on a number of issues, including the Soviet destruction of the Korean airliner, were making it difficult to draft a common text. Meetings among the EEC political directors were said to have gone smoothly.

It was widely believed that the Community did not want to give the impression of being a divided body, particularly away from Brussels and in the midst of the rest of the international community. It was thought that the EEC needed to provide a show of unity if its traditional role as

bridgebuilder in conflicts was to be effective.

The gathering of leaders in New York was providing the opportunity for various bilateral discussions, some intended simply to review issues and some to develop common strategies. Sir Geoffrey Howe, the Foreign Secretary, met his Spanish counterpart, Señor Fernando Morán, on Monday. The discussions focused on Gibraltar.

A British spokesman described the talks as useful and said that both ministers were looking forward to further meetings. Spanish sources said that the two ministers agreed to appoint technical committees to report on various aspects of the problem. The composition of the committees along with their terms of reference would be decided later on.

Heads of state and government were last night expected to

convene a closed-door session under the chairmanship of Mrs Indira Gandhi, the Prime Minister of India, to review the prospects for peace, disarmament, economic development and the need for strengthening the United Nations.

President Mitterrand of France, and President Mubarak of Egypt were among 28 leaders to attend the mini-summit.

There were hopes that the session would lead to a lessening of international tension, but the two leaders that could be most influential in this endeavour, President Reagan and President Andropov, were absent.

In the assembly, Señor Daniel Ortega Saavedra of Nicaragua said that only after accords were reached offering security to the problems in Central America could discussion turn to the problem of arms supplies and foreign advisers.

## Ex-Rumasa head called a rebel

From a Correspondent

Madrid

Señor José María Ruiz Mateos, the President of Rumasa, Spain's biggest private holding company that was nationalized in February was declared by the Madrid criminal court to be in a state of "legal rebellion".

He had failed to obey summonses to appear in court on four occasions. The ruling enables the Government to request Señor Ruiz Mateos's extradition.

There is no extradition treaty between Spain and Britain, only a reciprocal extradition arrangement. This implies that Britain would also have to request the extradition of a British citizen from Spain.

## Warders cleared of murder

From Michael Horan, Johannesburg

Eight South African prison warders were yesterday cleared of the murder of three of their black prisoners last December, but six of them, four whites and two blacks, were found guilty on various charges of assault.

The eight men were accused of beating three convicts to death and seriously assaulting 34 others at the Robben Island prison farm near Cape Town on December 29, which Mr Justice Dirk Vermeulen, in his summing-up, described as "An evil day".

During the six-week trial, the state counsel submitted evidence that the accused had repeatedly and savagely beaten their charges with heavy rubber truncheons while they were wearing hooded raincoats, with gravel in a hat of 95°F.

In his opening remarks, the judge said that "for two hours the work site at the prison farm (on the farm) became a battlefield, leaving three corpses and a large number of injured convicts".

The party of 44 convicts and 100 warders at the dam on that day had been sent on "nothing more than a punishment expedition".

The judge found three of the white accused, Warrant Officer Gert Smits, aged 38, and warders Christiaan Horn, aged 19, and Jacques Stoltz, aged 19, guilty on 17 counts of assault with intent to inflict grievous bodily harm, and nine counts of common assault.

A fourth white warder, Burgwin Dyl, aged 26, was charged on four counts of assault with intent to inflict grievous bodily harm, and three of common assault. He was found guilty on all counts.

Two other black warders were acquitted of all charges because of insufficient evidence. The judge instructed the Attorney-General to investigate the role played by Lieutenant J. H. Nienke, the acting head of the Robben Island prison on December 29, who was found guilty of assault with intent to inflict grievous bodily harm, and three of common assault.

He indicated that Bangladesh's Minister of Home Affairs, Mr Abdul Mannan Siddiqui and the Foreign Minister, Mr Asad Karim, had asked him to see that Bangladeshis with entry permits were not harassed by immigration officials on their arrival.

## Athens keeps ban on Beirut forces

From Mario Modiano, Athens

Greece hailed the Lebanon ceasefire yesterday but adhered to its decision to bar the use of Greek facilities for the transfer of troops or military equipment to that country.

After denying the United States clearance for 40 flights of Air Force transports carrying supplies for the United States peace force by way of Crete, the Greek Government said it had turned back on Monday a Beirut-bound supply ship of the US Sixth Fleet which sought permission to take ammunition from the American base stores at Suda Bay in Crete.

Initials for the ship's permission to use Greek airports to airlift supplies for the Italian force in Lebanon, also elicited a negative response from the Greeks who insisted that the ban, designed to keep Greece out of the Lebanese conflict, was applicable to all countries.

Opposition newspapers, however, claimed that the Socialist

## Colonel Roberts taken to hospital

Lieutenant-Colonel David Roberts, who was relieved of command of Britain's peace-keeping force in Lebanon and flown to Cyprus suffering from exhaustion, has been admitted to the Cambridge Military Hospital in Aldershot, it was disclosed yesterday.

The newspaper *Vradyni* denied an official denial here and insisted that two pairs of two Syrian Air Force Mirage fighters had stopped at Greek airports on their way from France to Damascus.

## S Africans can survive oil boycott

George, South Africa (Reuters) - South Africa could withstand and survive a total boycott on oil supplies, according to Mr P. W. Botha, the Prime Minister.

Listing his Government's achievements to a congress of the Cape National Party, Mr Botha said on Monday night that South Africa had harnessed its energy resources, to the extent that it could withstand a total boycott.

South Africa sponsored the production of oil from coal at its Cape of Good Hope, and a sizeable proportion of its oil needs from this source, according to oil analysts.

The Republic is also known to be able to buy oil on the world market despite an embargo by nearly all the exporting countries over its policy of apartheid.

## Blanco leader fast in jail

Madrid (Reuters) - Señor Emilio Fernández Menéndez, a leading Uruguayan politician, arrested and held incommunicado in connection with a day of protest against the military Government, has gone on hunger strike, according to his relatives.

A leader of the Blanco Party, he began his fast when he was arrested on Friday while carrying a banner protesting Sunday's military day of protest against the 10-year military regime.

## Kim protest

Seoul (AFP) - A group of 24 South Korean opposition politicians led by Mr Kim Young-Sam, have launched a democracy campaign with the primary objective of obtaining a constitutional amendment allowing South Koreans to directly and freely elect the country's president.

## £300m grant

Delhi (AP) - Britain will provide India with the equivalent of £300m to develop mining activities under an agreement signed yesterday. That the grant will be used to import goods and services from Britain and half to finance local costs.

## Kaunda appeal

Lusaka (AFP) - President Kaunda has deployed Zambian troops along the border with Zimbabwe and appealed to President Mubarak to help fight armed robbers and killings in Zambia, which he blamed on Zairean soldiers.

## 103 saints

Rome (Reuters) - One hundred Korean Roman Catholics, a Korean bishop and two French missionaries in Korea, all martyred in the nineteenth century, are to be canonized as saints.

## Nuclear alert

Madrid (AFP) - By the end of the century the amount of nuclear waste worldwide will have increased tenfold to 200,000 tonnes, according to the International Atomic Energy Agency.

## Floods kill 114

Dhaka (AP) - Two weeks of floods in Bangladesh have claimed 114 lives and affected more than three million people, officials said.

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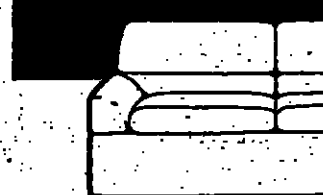
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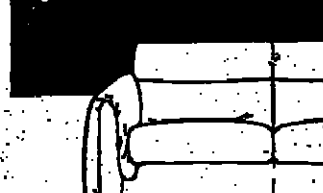
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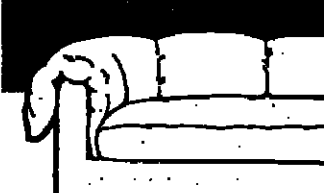
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## Broederbond's battle forced into limelight

From Our Own Correspondent, Johannesburg

The recent turmoil in the Afrikaner Broederbond and the forced resignation of its chairman, Professor Carl Boshoff, has thrust this curious, perhaps unique, and secretive organization into the limelight which it normally strives to shun.

Options vary about the importance of the Broederbond (Afrikaners for "brotherhood" or "league of brothers"), some holding that it has been a driving force ever since the Afrikaners secured political control of South Africa through the victory of Dr F. M. de Klerk's National Party (NP) in 1948.

The Brotherhood's heyday was probably in the 1930s and 1940s when it played a crucial role in shaping and uniting the forces of Afrikaner nationalism at a time of often deep and bitter divisions, for example over South Africa's participation in the Second World War. Many Afrikaners openly sympathized with Hitler's Germany.

Yet, while part of its raison d'être was removed in 1948, the Broederbond continued to serve successive National Party prime ministers as a most valuable propaganda instrument. The question is whether, in its present state of disarray, it can go on performing this function as effectively.

Although Mr P. W. Botha, the Prime Minister, seems to have won the allegiance of the organization's leadership for his modest constitutional reforms, which would permit a very limited sharing of power with Coloureds and Indians (but not with black Africans), there is clear evidence of wide disaffection among its rank and file.

Many Broederbond members, like their ousted chairman, undoubtedly support the break-away, extreme, right-wing, Conservative Party of Dr Andries Treurnicht, which is adamantly opposed to the reforms. Dr

Treurnicht, a former Cabinet minister and Dutch Reformed Church preacher, is also an ex-chairman of the Broederbond.

The Broederbond was founded in Johannesburg in 1918 as a cultural organization by a handful of Afrikaners who feared that the identity of the Volk was threatened by British cultural and economic dominance. The Anglo-Boer war was still a fresh memory and many Afrikaners were dispersed and confused.

It became progressively more political and nationalist, and adopted a code of secrecy in the 1920s. Its confidentiality was badly shaken in the 1970s when the organization was the target of a number of exposés in the English-language press based on documents leaked by disenchanted members. It is still considered bad form, however, to ask an Afrikaner if he is a member.

Membership is by invitation, and is open only to male Afrikaners of the Dutch Reformed Church faith. Afrikaners are those who speak Afrikaans, a form of Dutch, as their mother tongue. They constitute about 60 per cent of the white population.

The Broederbond is reckoned to have about 12,000 members. The farming community, Church, the teaching profession and the civil service are particularly well represented. All prime ministers since 1948 and most National Party MPs have been members.

Until as recently as 1974 the induction ritual required aspirant members to thrust a dagger into a "corpse" wrapped in a winding-sheet embroidered in blood-red letters with the word *verraad* (treason), while the "victim" conducted the ceremony intoned: "He who betrays the Bond will be destroyed by the Bond. The Bond never forgets! Its vengeance is swift and sure."



## Doors firmly closed on arms deal



The empty seat: An angry Soviet UN delegation leaves the seat intended for Mr. Andrei Gromyko, the Foreign Minister, unoccupied.

## Russia condemns Reagan's 'blatant lies'

From Richard Owen, Moscow

Mr. Andrei Gromyko may not have been in the United Nations General Assembly to hear President Reagan urge Russia to "walk through the door" to an arms agreement on Monday, but Tass yesterday indicated the way in which the Soviet Foreign Minister would have declined the invitation.

It said the fact that the door was closed was the fault of the United States, and Mr. Reagan had made a speech full of "gross distortions, demagoguery, misinformation and blatant lies".

Tass also attacked Mrs. Margaret Thatcher, accusing her of pathological anti-communism and saying she had put the blame for the Geneva impasse "at the wrong door".

All in all, there was a lot of talk about doors in Moscow yesterday and very little hope that they might open on to a bright future

of arms agreements and East-West concord.

Tass said Mr. Reagan had tried "to prove what cannot be proved, that his Administration's policy of whipping up tension and increasing preparations for war meets the lofty aims and principles of the United Nations Charter".

It said the American President had regretted the rise in tensions in regional "arenas of confrontation between the great powers", when in fact it was Washington itself which had "stoked the fires" of conflict from Lebanon to El Salvador.

Referring to Mr. Reagan's thesis that some non-aligned nations were in fact client states of the Soviet Union, Tass said it had clearly annoyed America that non-aligned states were pursuing policies not to Washington's liking.

Tass did not discuss in detail Mr. Reagan's new proposals at the Geneva talks on medium range

missiles, which have already been dismissed by the Kremlin as nothing new. It said the President had used his address to slander the Soviet Union by trying to blame Moscow for "the provocation involving a South Korean plane". His speech was an attempt to camouflage the "aggressive imperialist essence" of American foreign policy.

Mr. Gromyko, who should have attended the General Assembly session but withdrew when restrictions were placed on his Aeroflot flight to New York, spent the day receiving Mr. Bohuslav Choupek, the Czechoslovak Foreign Minister. Soviet television showed shots of Mr. Gromyko trying - not very successfully - to look as if he would rather be talking to Mr. Choupek than taking centre stage at the United Nations.

President Andropov's contribution was an oblique one, as has been his style lately, and took the form of a message to the Afro-Asian Writers Association confer-

ence in Tashkent. He said the world situation was "extremely complicated and difficult" due to imperialism's preparations for war and the United States' "big stick" policy in Asia, Africa and Latin America. "There is now no greater task than the curbing of this senseless arms race," he said.

In an attack on Mrs. Thatcher's television interview, Tass said the Prime Minister was so blinded by anti-communism that she could not see it was NATO and not Russia which had launched the arms race. She had repeated "hackneyed" reasons for not including the British and French deterrents in the talks, and had been unable to refrain from "gross anti-Soviet insinuations" when discussing the airliner tragedy.

"Mrs. Thatcher urges the Soviet Union to apologize," Tass commented, "but her appeal has gone to the wrong address. It should have gone to the organizers of this provocation in Washington."

Diplomats said that Mr. Reagan's concessions on the arms

talks fell a long way short of Moscow's position. Mr. Reagan said that if Russia agreed to missile reduction on a global basis, and included Soviet rockets in Asia, the United States would not necessarily match all Soviet missiles stationed in Europe. But Moscow has refused consistently to include its Asian missiles in the talks, and demands that no new missiles at all should be deployed by NATO in Europe.

Mr. Reagan's point that Pershing 2 missiles would be reduced as part of an agreement, as well as the slower cruise missile, is some comfort to Moscow, but not enough to allay Soviet fears of the Pershing's short flying time and target accuracy.

As for the suggestion that bombers should be counted as well as missile warheads, the Soviet Union does not agree with the United States over which nuclear-capable aircraft should be included.

Leading article, page 13

## Falklands lobby launched by junta

From Zoriana Pyariwsky, New York

Argentina is urging Britain's allies to persuade it to discontinue its "Fortress Falklands" policy, and has initiated its campaign in the UN General Assembly this year to attain coveted European support for negotiations over the sovereignty of the islands.

Señor Juan Aguirre Lapari, the Argentine Foreign Minister, said on Monday that the West should dissociate itself from Britain's "dangerous adventure". He cited the decision by Britain to establish what he called a strategic alliance in the Falklands as an escalation of its military expansionist policy in the South Atlantic.

It was clear, he said, that the base would be designed to allow Britain to extend its global strategic interests, and he gave warning of the dangers of transforming the South Atlantic into a new source of conflict between East and West.

He also accused Britain of thwarting all attempts at peace-making, including its refusal to accept the mandate of the Secretary-General, Señor Javier Pérez de Cuellar, to renew negotiations between the two sides. Argentina is expected with its Latin allies to table a motion calling for the resumption of negotiations when the assembly debates the issue later this year.

There is little doubt that Argentina will win a resounding majority in the assembly for its stand, but it was clear from Señor Aguirre's remarks that European support is the most prized. Last year a majority of the European Community abstained from the vote on negotiations while the United States sided with Argentina.

In a right of reply, Mr. Nicholas Barrington, Britain's representative, said that the many and varied accusations made by Argentina were without foundation. He said that Argentina had attempted to airbrush out the fact that it had broken off from the negotiating process with the deliberate and unprovoked invasion of the islands last year.

Señor Aguirre discounted Britain's contention that Argentina's failure to declare a formal end of hostilities was the source of continued tension. He said his country's attitude was in full conformity with the provisions of the UN Charter relating to the peaceful settlement of disputes.

He noted that the fourteen and a half months that had elapsed since the cessation of fighting was confirmation of Argentina's good will and its compliance with international law.

## Terror in Corsica

## French crack down on nationalists

From Diana Geddes, Paris

Less than a week after the outlawed Corsican National Liberation Front claimed responsibility for the murder of the front's most senior civil servant in northern Corsica, the Government has decided to crack down on the Federation of Nationalist Councils. The political wing of the Corsican terrorist movement.

Announcing the decision to outlaw the federation after yesterday's Cabinet meeting, M. Max Gallo, the Government spokesman, said that numerous and close links had been established between the two organizations. The federation has been in the forefront of the nationalist campaign accusing the Government of responsibility for the alleged murder of M. Guy Orsoni. The nationalist militant, who disappeared three months ago and whose body has never been found.

In a statement to the press last Wednesday, the front said that it had "executed" M. Pierre-Jean Massimi, secretary-general of the Regional Council for North Corsica, and M. Félix Rosso, a restaurant owner, for their part in the alleged murder of M. Orsoni.

In particular, they accused M. Massimi of having been given 1m francs (€80,000) by M. Joseph Franceschi, the Minister of Public Security, in order to pay for hired hands to kill M. Orsoni. The handing over of the money is alleged to have taken place on June 18, the day after M. Orsoni's disappearance, when M. Franceschi was indeed seen on the island.

The Government has clearly begun to worry about the effects of the allegations on public opinion. On Sunday, after a meeting with local Corsican councillors in Paris, M. Gaston Defferre, Minister of the Interior, put out a statement "solemnly denying" such "absurd" rumours. "Can you really see a minister wandering round with a bag or

suitcase (full of money)," he asked.

M. Pierre Mauroy, the Prime Minister, has also denounced the front's attempts to whip up public opinion against a government minister.

The federation has organized several demonstrations on the island in support of the front's claims, and last Friday, Mme. Pascale Verdi, editor of the nationalist newspaper *U Ribonu*, was charged with "spreading false information" about Government involvement in M. Orsoni's disappearance.

A week earlier, M. Jean-Louis Eyssartel, head of the local radio station, Radio Corse, was also charged with spreading false

information after he had broadcast a report of a press conference last spring at which the nationalists claimed that two of their militants had been tortured by the police.

A spokesman for the Federation of Nationalist Councils denied that the Government had proof of "any organic relations" between it and "some clandestine movement".

M. Franceschi: Accused by Corsican terrorists.

M. Franceschi: Accused by Corsican terrorists.

## Heavy turnover of MPs in Kenya election

From Charles Harrison, Nairobi

First results in Kenya's general election yesterday showed the expected heavy turnover of former MPs, with several ministers and assistant ministers losing their seats.

In many areas the poll was small - sometimes less than 25 per cent of the electorate - indicating that a high proportion of the 7.2 million registered voters either stayed at home or were barred from voting because of mistakes in the electoral rolls.

The only white candidate, Mr. Philip Leakey, was reported to

have scored a narrow victory over his main rival, the veteran politician Mr. Acheng Onyango, in the first count in the Langata constituency, a Nairobi suburb. But Mr. Onyango objected to the count, and lengthy discussion followed as to whether a full recount should be undertaken.

Several hours later it was officially announced that Mr. Leakey had retained his seat with a majority of more than 2,000 votes. After the announcement supporters of some of his opponents jostled white reporters.

## Americans deny finding Korean jet black box

Tokyo (AP) - US naval vessels have located the flight data and voice recorders from the downed South Korean airliner, the Japan Broadcasting Corporation (NHK) said yesterday. American officials immediately denied it.

The NHK report, quoting government sources, came after a statement by the chief government spokesman and activity in northern Japan that set off a wave

of speculation that the Americans would soon recover the recorders. Japan's Kyodo news service carried a similar report, quoting Foreign Ministry sources.

The report was denied by Lieutenant Gary Shroul, spokesman for the US Navy in Japan. "As of this afternoon we have not found the black box. I'm not waffling on that one," The Foreign Ministry said they had no knowledge of the reports.

## Policeman dies in Sind pre-poll riot

Islamabad (Reuters) - Tension mounted in Sind Province yesterday as three people died, a bomb exploded and police rounded up opposition leaders before tomorrow's controversial local elections, opposition sources said.

The sources said that three died and 13 were injured when a crowd of opposition supporters exchanged gunfire with police who were trying to inspect a polling station at Khanpur, northern Sind.

Police sources confirmed that

one policeman was killed while visiting the station. The opposition called for a boycott of the polls because political parties are banned from contesting them.

A bomb rocked a government building in Shikarpur, seven miles from Khanpur, the sources added. There were no immediate reports of casualties.

The opposition Movement for the Restoration of Democracy (MRD), which has kept up anti-government unrest in central Sind since August 14, said that the

military government has rounded up more than 350 people to keep them from disrupting the elections.

Police searched more than 50 houses on Monday night in the provincial capital of Karachi, the MRD acting secretary general, Mr. Iqbal Haider reported.

He said that there could be many more arrests in central Sind, where violent protests have resulted in the polls being delayed for three days in the worst-hit districts.

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Old-style 'Log Book'

Name

Old Licence Disc

Address

Old MOT Certificate

Please tick relevant boxes

Postcode

Do you wish these Documents to be returned?

YES/NO

DEPARTMENT OF TRANSPORT

## Hongkong finance official hurries home from IMF

From Richard Hughes, Hongkong

As Hongkong's Financial Secretary, Sir John Bremridge, hurried back five days early from the IMF-World Bank conference in Washington, the Hongkong dollar welcomed him with a substantial recovery.

In confident mood, Sir John said that his presence in Hongkong "could be more important than sipping cocktails" in Washington.

He emphasized that the withholding tax on Hongkong dollar deposits would not be abolished and gave warning that "those people selling Hongkong dollars at this juncture are going to get their fingers badly burnt".

Meanwhile, Hongkong's Consumer Council has urged shoppers to stop panic buying, which would only aggravate profiteering. The Council has received complaints of increases of up to 50 per cent in sale prices for many market commodities. Australian tea - the most widely consumed in Hongkong - has been virtually sold out.

The Government has also had to withdraw three lots of Crown land from sale by public auction because not a single buyer was interested in the normal opening prices.

On the political front, Mr. John Walden, former Director of Home Affairs, blamed both the British and Chinese Governments for the collapse of the Hongkong dollar.

He said that the British and Chinese were treating Hongkong's five million people as "mute pawns" and did not care what damage they did to local living standards.

There is increasing certainty that colonial authoritarian

government will be replaced by Communist authoritarian government, without any assurances that civic rights will be protected," he said.

However, there has been widespread satisfaction over the promotion of the retiring British Ambassador in Peking, Sir Peter Cradock, to two high-level posts in the Foreign Office, with continuing responsibility for negotiations over the future of Hongkong.

"I only wish that on the Chinese side they had someone who is equally knowledgeable and who enjoys the same degree of cooperation among the Chinese

leaders," said a Hongkong commentator, Mr. T. L. Tsai.

An influential local group, the Hongkong Christian Industrial Committee, has urged directly to Chinese and British authorities to prevent the collapse of the dollar and has warned Hongkong against "committing collective suicide".

Sir Percy Cradock, New appointment praised.

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Sir Percy Cradock, New appointment praised.

## Nicaragua protests to Honduras over raid

Managua (Reuters, AP) - Nicaragua has sent an official protest to Honduras, its northern neighbour, after rebels attacked the northern town of Ocotal on Monday.

A Nicaraguan Foreign Ministry spokesman said that such attacks, which also included raids on a customs post and on a village just south of the border, must stop immediately. It did not say whether Nicaragua was contemplating retaliatory measures.

Rebels of the Nicaraguan Democratic Forces (FDN), based in southern Honduras, said their cross-border raids entered a new phase with the assault on Ocotal, provincial capital of Nueva Segovia. Travellers reported that the FDN had blown up a bridge on the outskirts of the town of 40,000 people.

An FDN rebel commander told Reuters in Honduras that the attack on Ocotal was the most ambitious of their raids yet,

involving 2,000 men in separate but coordinated forces.

Identified only as Commander Visage, he said it marked a shift to urban from rural warfare in the FDN's eight-month campaign to overthrow Nicaragua's left-wing Sandinista Government.

The Foreign Ministry said the attack on the border customs post at El Espino was backed by a Honduran artillery column which fired 120mm mortar rounds at the station while guerrillas advanced on foot firing automatic rifles and grenades. No casualty figures were immediately available in the fighting that continued into Monday night, the statement said.

"These new acts of aggression are enough in themselves to cast doubt on the supposed will for peace of the Honduran Government," the Ministry said. The attack showed "once again the alliance between the Somocista mercenaries and the Honduran Army, to the extent of organizing and executing attacks in perfect coordination in the light of day."

## East Berlin concession to children

Berlin (AP) - East Germany announced yesterday it has dropped currency exchange requirements for children visiting from the West and has eased rules on family reunification.

The West German Government called the East Berlin action inadequate. This summer Bonn approved a DM1bn loan to East Germany to encourage easing of restrictions.

West Germany has repeatedly demanded abolition of the currency exchange law, saying it discourages Westerners from visiting East Germany. Visits have fallen sharply since East Berlin in 1980 doubled to DM25 the daily amount of Western currency that adult visitors must exchange. Children, aged between six and 14, had to exchange DM7.5 a day.

Aquino panel to resume

Manila (AFP) - The presidential panel investigating the assassination of Benigno Aquino, the murdered Philippine opposition leader, decided at a closed meeting to resume proceedings on October 10, with or without a Supreme Court ruling on an opposition challenge to its legality.

The commission will invite Filipino or foreigners, who claimed to have witnessed Mr. Aquino's killing at Manila airport on August 21 to testify before the commission, whose five members were appointed by President Marcos.

Queen's debut

Mbabane (Reuters) - The new Swazi Queen Regent Ntombi has received envoys of Mozambique, Tanzania and Zambia in her first public engagement since her disputed appointment last month.

Korean scandal

Seoul (Reuters) - Prosecutors said they were questioning several officials of a South Korean bank in connection with a \$100m swindle. The Chaebang Bank said it had dismissed 11 of its officials.

Matterhorn toll

Zermatt (Reuters) - The number of people killed this year while climbing Switzerland's most famous peak, the Matterhorn, rose to a record 18 yesterday. A 36-year-old American was the latest victim.

Viper brood

Madrid (AFP) - A hoard of 300 viper broods, valued at 70,000 pesetas, was found in a cave in the north. The snakes, which double the normal number for the species, weighing in at little more than 2 oz each, the snake brood was reported to be doing well.



# Video sinks to new depths

Keen though we are to find more oil beneath the waves, we don't much enjoy plunging beneath them ourselves. Particularly in the North Sea, which is most unfriendly.

Frankly, we'd rather watch video.

And there's a British company called UDI (part of the John Brown Group) which is helping us do just that. Indeed, the help's been mutual. UDI technology owes much to Shell's encouragement.

Their sonar equipment builds a picture of the sea-bed by bouncing sound-waves off it; and then the cunning fellows convert the sounds into video numbers.

So you can see what the bottom of the sea sounds like. Mind blowing.

And who, apart from oilmen, would want to use such equipment?

You'd be surprised.

There's West Midlands County Council, for one. They've used UDI Sonar to delve into old, flooded underground limestone workings.

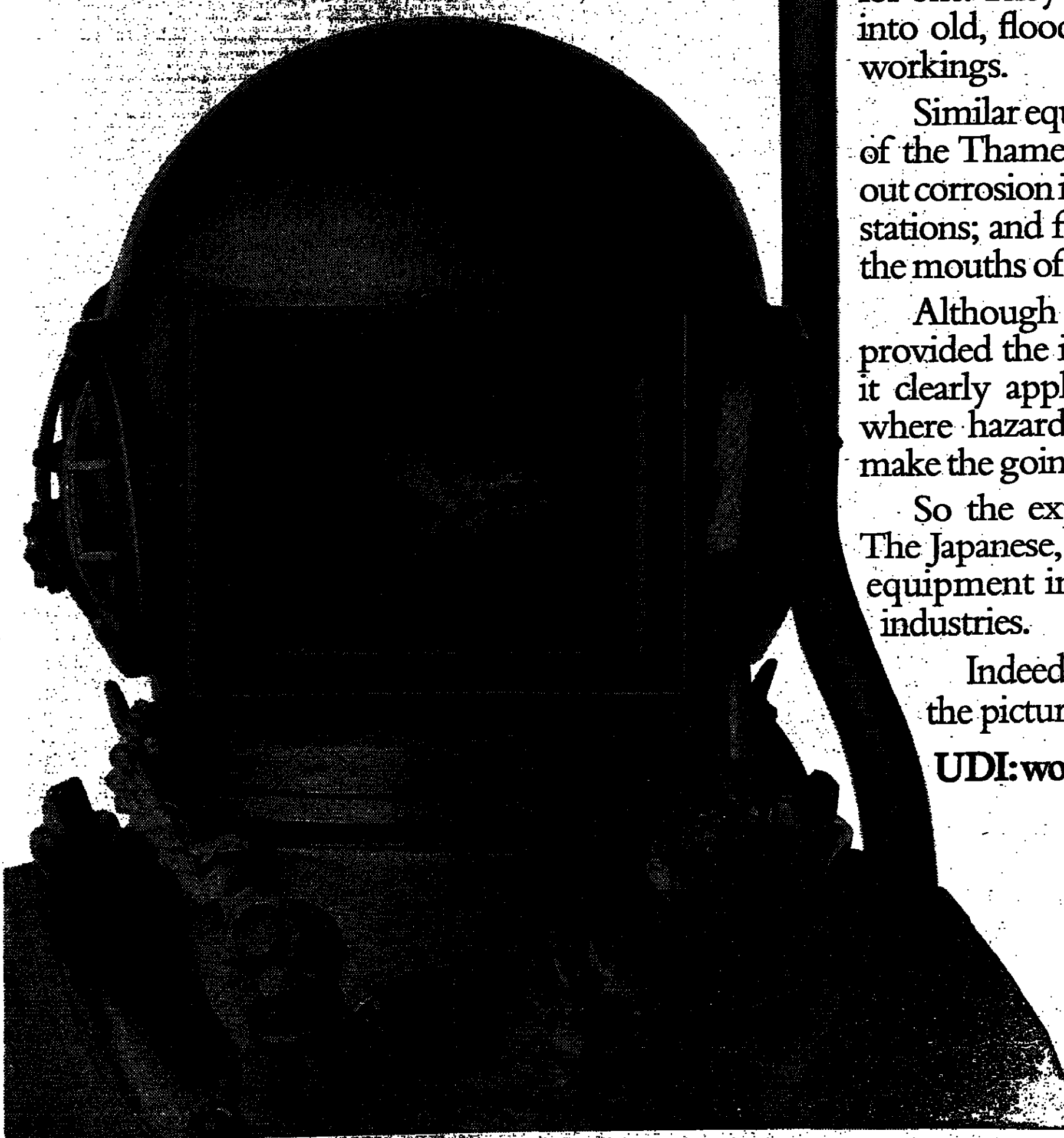
Similar equipment is helping surveyors of the Thames flood-barrier; and seeking out corrosion in the water-coolers of power stations; and finding underwater debris in the mouths of major ports.

Although our North Sea operations provided the impetus for this technology, it clearly applies anywhere in the world where hazardous underwater conditions make the going tough.

So the export orders are coming in. The Japanese, for instance, are using UDI equipment in their offshore oil and gas industries.

Indeed, you could say that for UDI the picture sounds rather rosy.

UDI: working well with Shell









## SPECTRUM

Hot on the heels of the Whimsical Fifties and the Swinging Sixties came the baying, destructive anarchy of punk. In his concluding article on postwar style, Bevis Hillier looks back at the growth of young disenchantment in the Cynical Seventies – and sees within its conspicuous acts of violent bad taste the seeds of hope

# Will they cry for Johnny Rotten?

By the end of the 1970s, nostalgia was catching up with its own tail. Events were being recycled as nostalgia almost as soon as they happened. In January 1980, the enterprising Preston Polytechnic Library held a show called *The Seventies*. The catalogue began with an alphabetical list of people and things the organizers associated with the decade. They included Adidas bags, Princess Anne, Amin, boat people, Bay City Rollers, colour television, digital watches, fast food, gay lib, high-tech, hang-gliding, Patty Hearst, jogging, Muppets, platform shoes, Angela Rippon, Johnny Rotten, skateboards, streakers, skinheads, Watergate and women's lib.

Decades come in pairs: the hard-faced, political 1930s succeeded the frothy, escapist '20s; the good-time, whimsical '50s clambered back to affluence after the austere '40s. The 1970s, too, had a character contrapuntal to that of the '60s. If the 1960s were swinging, optimistic, full of innovation, the '70s brought disenchantment, stagnation, a negative feeling, finally the baying, destructive anarchy of punk.

If one is looking for an alternative sobriquet for the 1970s, "the cynical '70s" probably comes closest to the truth. The drop-outs were running out of cash. The Beatles were disillusioned with their sly old Maharishi. The drug culture may have expanded some minds but it had also reduced some lifespans, including those of the pop idols Jimi Hendrix, Janis Joplin and Brian Jones. The silver screen had worn off the Chelsea Drug Store, and it was hideously repainted. The editor of *OZ* was arrested. Lenny Bruce committed suicide. Andy Warhol was shot. The establishment was twitching the reins of society again and calling its strays to heel.

David Frost, a leader of 1960s satirists, had become a pious interviewer. The ex-satirist exchanged sycophantic chat with the ex-Shah of Iran and with ex-President Nixon. Jane Fonda began accepting her Oscars again. Dudley Moore, another '60s satirist, was assumed into Hollywood.

Adapted from *The Style of the Century 1900-1980* by Bevis Hillier, published on October 20 by the Herbert Press, price £12.50.

Even Mick Jagger was becoming respectable. There were few people still capable of being shocked. Novel means of shock had been mostly exhausted by the end of the 70s – by *Flesh, Trash, Heat, Last Exit to Brooklyn, Sebastian, Oh! Calcutta, Portnoy's Complaint* and *Deep Throat*. The Underground had become a flyover.

The move away from urban culture, begun in the late 1960s, continued. Richard Adams's *Watership Down* (1972), an epic about bunny rabbits, and *The Country Diary of an Edwardian Lady* (1977) were both, to the surprise of the many publishers who had rejected them, runaway bestsellers. In the catalogue to the exhibition *Homespun to High Speed* held at Sheffield Art Galleries in 1979, Fiona MacCarthy wrote: "The new idealism [of the 1970s], like the old idealism of the 1880s onwards, was an anti-urban movement. . . . Vernacular idyllism was a style which made a great impact on progressives of this period, in their solar-heated houses. . . . Bread crocks by Richard Betterham, a rag rug by John Hinchliffe, a bowl by Richard Raffan, a box by Lucy Giffin."

But other progressives were more attracted by high-tech – the use of industrial furniture in the home, such as metal factory shelves and tubular steel bunk beds (Habitat offered one), of which the architectural equivalent was the *Le Corbusier* *Unité* in Paris, whose mechanical innards seemed to have been grafted on to its outside. High-tech belonged to the same ethos as *Concorde*, the high-speed train, micro-chips, television, video games and shiny plastic clothes.

But something else entered 1970s design which was neither rural nor high-tech, but a calculated insult to both: *kitsch*, deliberate bad taste. Gilo Dorfles's book *Kitsch* (1969) appeared in English in 1970 in what Hugh Honour described in a review as "an only too suitably bad translation". Jacques Sternberg's *Kitsch* was published by Academy Editions, London, in 1972. Biba, which opened in the old Kensington store Derry & Toms in 1973, contained a "Kitsch" (sic) room, which "sold" filled plastic boxes, ashtrays like miniature loaves and



Top: the cover of the first LP by the rock group Roxy Music flaunting a return to glamour and fantasy, its luscious image shot through with an irony soon to become all-pervasive. Left: his death in New York while on bail for murder made Sid Vicious into a punk icon. Above right: the magazine *i-D* represents punk at its most sophisticated.

urinating cupids who performed when you warmed a glass bulb.

It is possible that the new popularity of *kitsch* represented boredom with the po-faced worthiness of modern movement design which had managed to survive all the novelties and freaks of the 1960s and was still being sold by firms such as Habitat and Heal's: scrubbed pinewood coats, glass-topped coffee tables on square legs, leather cushions in tubular steel frames. The embracing of *kitsch* was a snook-cocking at the design establishment. It prepared the way for a clearing of the decks.

Revolutions are seldom achieved in the case of design this does not usually mean blood-letting, some kind of definitive assault on established values had to precede the regeneration of design and the decorative arts. That assault came from punk, the most original and influential stylistic development of the '70s. Here for the first time was a popular movement which was too hot for commerce to handle. EMI gave the Sex Pistols, headed by Johnny Rotten, a contract – but were forced to cancel it, with a big payoff for the Pistols, because of the damage to its corporate identity by the Sex Pistols' outrageous behaviour on and off stage. This was a tiger not for taming. The stage punks swore and spat and puked. The street punks mortified their flesh with safety-pins, wore extraordinary uniforms hobbled

with straps and slashed with zip-pockets; and shaved and dyed their hair into Mohican styles.

Punk combined violence and *kitsch*. The intelligentsia of the young generation had already had their baptism of brutality in the Paris May revolution of 1968, which had precipitated its own superb art form, the silkscreened and lithographed posters by which, as Jean Cassou wrote, the walls of Paris were "magnificently profaned". Now it was the turn of the non-university youth. In 1979 the punk rock star Sid Vicious died from an overdose of heroin in Greenwich Village, New York, while out on \$50,000 bail after being accused of murdering his American girlfriend Nancy. A film glorifying him was made; and the front page of *The Sun* of February 3, 1979, headlining his death, is still being printed on tea-shirts four years later.

If the psychedelic style of the 1960s was an adaptation of Art Nouveau, the basis of punk is to be found in the 1950s – in the hard rock style, in the splatters of Jackson Pollock, in the leopardskin patterns of starlets' coats and Lady Dicker's car seats and in the elliptical frames of Holiday Inn signs.

The *Evening Standard* on August 19, 1977 used the funeral of Elvis Presley as a chance to rail against punk: "Presley's death like his life is inevitably attended by much that is ersatz and professionally staged – an extravaganza of *kitsch* of every variety."

But there is no mistaking the real shock, bereavement and desolation on thousands of those faces pressed against the gates of his house and queuing for the memorial service. Will they cry like that for Johnny Rotten?

Probably not; but perhaps there was something to be said for punk beyond the punks' own suggestion of a justified revenge on a society that had given them some short shrift. In the contribution I was asked to write for the Preston Polytechnic Seventies exhibition catalogue, I tried to say what that "something" was: "Many regard punk as an evil phenomenon, something which threatens the fragile basis of our society. But perhaps it is tube trains, who can dissent from this view? But in the decorative arts, I cannot help regarding it as something fresh and hopeful. Before a new order comes into being, the old one must be destroyed, and punk is nothing if not destructive. I grew up in decades, and in a section of society (the middle-middle-class) where conformity reigned. When I walk along the King's Road, Chelsea, today and see that young people have had the sheer courage to turn themselves into walking works of art with pink and green hair and extraordinary trousers hobbled at the legs by straps, with weird tattoos on their hope for the arts. Good art can only begin with an act of bad taste – a shocking breach with the conformist past."

The part of the appendix was played by Derek Jacobi and the part of the sexy shoulders by Helen Mirren: Jonathan Miller's cars were played by himself, and even *The Lancet* was moved to comment that Shakespeare himself would have approved. Shakespeare's diaries, however, tell a different story. "Jan 19. A fair commission to compose 49 plays for ye Globe. God, how I hate ye drama! And yet God knows I need the money. Only these 49 pieces, then, and perchance thereafter may I retire to practise medicine." "Jan 20. There cometh one to propose a mad planne, namely, that I do set downe a poppe-up history of the body. Well, so I may. And yet it may still prove naught but a jape by Peter Hall, whom I do mistrust full heartily." "Jan 21. This morn have I churmed out three tragi-comedies. The morrow I must do full better. Rain, fogge and pestilence."

moreover... Miles Kington

## It's a pop-up world

THE POP-UP WORLD OF JONATHAN MILLER

Just how does this phenomenon we call Jonathan Miller work?

Come to that, how do pop-up books work?

Why is it that, when we open a pop-up book, Jonathan Miller's fingers come writhing out at us, labelled "Jonathan Miller's fingers"?

How do we know that they aren't seaweed or a new kind of tea time biscuit?

And why are we asking all these questions?

The technology of pop-up books goes back into the depth of history. The Romans had books. They also had statues, some of them looking remarkably like Jonathan Miller. Their problem was how to combine the two, so that a wealthy Roman villa owner, living perhaps in Gaul but with a numbered account in Helvetia, could open a new coffee table volume and have the living features of Jonathan Miller, or just that year's Roman Emperor, spring out at him.

The Roman Empire never solved this problem and went bankrupt in the attempt in about AD600. At about the same time a small Saxon community in what we now call Germany was packing its bags prior to moving to Britain for a primitive time-sharing experiment and labelling all the inhabitants so that they should not be misled on arrival. Their problem: what to label the miller.

"I know!" said someone. "Let's call him Miller!"

Now, 1,300 years later, everyone in our society can own their own surname except the very rich indeed, who can only afford titles, and technology has come so far that you can open an ordinary-looking book and find Jonathan Miller's nose popping out at you.

Why have we got noses?

What would happen if we breathed in all the time and never breathed out?

Why isn't there a Sir Peter Hall pop-up?

The secret, perhaps, lies in Jonathan Miller's Diaries.

"Jan 19. I have been asked to produce another 49 operas for television. God, how I hate television. I will do just these 49 operas and then go back to life as an ordinary GP, with just one hand-held camera and a sound recorder. Who knows – perhaps one day Peter Hall will come in complaining of a runny nose?"

"Jan 20. Why have we got a nose? I mean, why not two noses? To sniff interest would be to give us directional location of the thing we were sniffing. On the other hand, a double nose would be very difficult to do in a pop-up book."

"Jan 21. My hands have received a very lucrative TV offer. They have been asked to demonstrate the history of theatre today. On the other hand, the rest of me will not be involved. At all. Gpd. how I hate television. try to do better tomorrow."

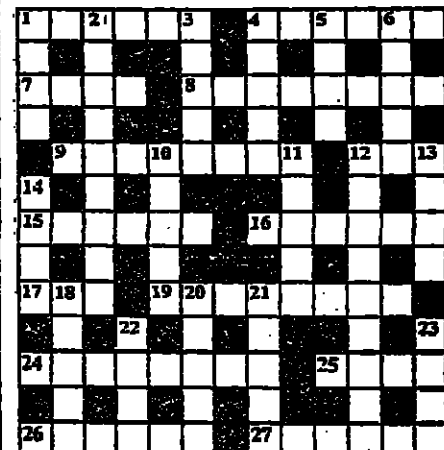
In 1973 the building that we now call Peter Hall was opened on the South Bank, and Jonathan Miller resigned the next day. He immediately set to work on his great opus, a pop-up history of the world with special reference to the spleen.

The part of the appendix was played by Derek Jacobi and the part of the sexy shoulders by Helen Mirren: Jonathan Miller's cars were played by himself, and even *The Lancet* was moved to comment that Shakespeare himself would have approved. Shakespeare's diaries, however, tell a different story.

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Now, 380 years later, Jonathan Miller will be telling you in *The Times* next week how to make your own pop-up books, produce your own Shakespeare plays, and get those nasty stains off your doublet and hose. The week after that he will be going back to work as a male nurse. Don't forget – only in *The Times*, the Pop-up World of Jonathan Miller.

## CONCISE CROSSWORD (No 161)



- ACROSS  
1 Quasi stellar radio source (6)  
4 Political revolt (6)  
7 Restless desire (4)  
8 Train passageway (8)  
9 Riding breeches (8)  
12 Loft ball (3)  
15 Harass (6)  
16 Lout (6)  
17 Have insect (3)  
19 In these times (8)  
24 Pharisae's opponent (8)  
25 Culminating point (4)  
26 Superficial layer (6)  
27 Young cat (6)
- DOWN  
1 Witty saying (4)  
2 Religious recluse (9)  
3 Restate points (5)  
4 Peeler (5)  
5 Taunt (4)  
6 Australian hen (5)  
10 Shelter (5)  
11 Firmly substantial (5)  
12 Beach sail boat (4,5)  
13 Spooled toy (2,2)  
14 Crusty sore (4)  
18 Fill with pride (5)  
20 Pound note (5)  
21 Overarm man (5)  
22 Brim (4)  
23 Not fat (4)

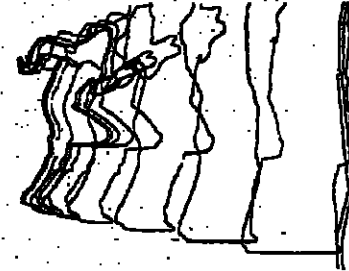
SOLUTION TO No 160

ACROSS: 1 Scrota 5 Nape 8 Pedal 9 Entille 11 Serenade 13 Guan 15 Spadework 18 Doo 19 Farlunge 22 Staring 23 Not on 24 Okra 25 Stools  
DOWN: 2 Elder 3 Oil 4 Aberdeen Angus 5 NATO 6 Potluck 7 Spasm 10 Elms 12 Nest 14 Wolf 15 Six pack 16 Odds 17 Agony 20 Until 21 Diva 23 NCO

## Pop goes a decade



The V8 juice can: one of "The Rubbish Prints"



"powerful and compact information processor, tailored to communicate with the designer in the medium he best understands – visual images."

● Pop art  
Pop was the first "gallery" art form in which America led the world. It might have been named by an English critic, Lawrence Alloway, and pioneered by an English artist, Richard Hamilton, but America was where the new movement of inspiration lay. Michaelangelo found his in the sculpture of ancient Italy. In the early 1960s the pop artists found theirs in the junk culture of modern America. The true pop artists revelled in the commercial products they depicted – or they depicted traditional subjects in a commercial way.

In 1970 Motif Editions, London, issued a series of four posters by Michael English called "The Rubbish Prints". One was of a crumpled V-8 juice can; the others showed a ketchup bottle, a Coke bottle, top, and a sequential tale of 32 toothpaste. Here, then, was a message of a mess-age. The rubbish that did not get into architect-designed litter bins had its own intrinsic qualities. Pop had no ideals. It did not moralize.

The genesis of Cubism took place well before the First World War, but Cubism was not domesticated, was not absorbed into the decorative arts, until the 1920s. Similarly, pop art, which had its great age in the 1960s, only became part of the vocabulary of design in the late 1960s. By the 1970s it was a major force in the decorative arts. It popularized the idea of "multiples" – not only the repetition of a single image many times in a single work, but also in posters which democratized the artist's original concept. And it affected furniture design, such as Rupert Oliver's spanner seat and nut table at the 1971 International Engineering Exhibition, moulded from high-density polyurethane foam; or the Amasaka "spreadmobile" which gave a boy's bed the appearance of a sports car.

● Cybernetics

The exhibition *Cybernetic Serendipity*, organized by Jasia Reichardt at the Institute of Contemporary Arts, London, in 1962, showed some of the possibilities of a relationship between art and computers. Could they become more sophisticated than endearingly humanoid robots in a space movie? The 1968 ICA show suggested the possibility of computer-aided design. The graphic display terminal was a

● Nostalgia

The Art Nouveau revival was virtually over by 1970; but the Art Deco revival was moving into top gear. In 1971 a big Deco exhibition was staged at the Minneapolis Institute of Arts, Minnesota. Films such as *Bonnie and Clyde*

(1967), the shamelessly nostalgic *The Godfather* (1971) starring Twiggy, *The Sting* (1973), *Murder on the Orient Express* (1974), *The Great Gatsby* and *Julia* (1977) also promulgated the style. Roy Lichtenstein made sculptures which were witty pastiches of 1930s cinema design. Art Deco prints were used on women's clothes and double-breasted suits became fashionable for men again. In 1970, some London buildings of the 1914-39 period were at last given statutory protection, including four Underground stations. By 1975 the decorative arts of the 1940s and 50s were being revived. A further filip to 1950s revivalism was given in 1976 by a Victoria and Albert Museum exhibition celebrating the twenty-fifth anniversary of the Festival of Britain, and the Royal Jubilee year, 1977, was also an encouragement to look back at the 50s. The stage and screen versions of *Grease* and the film *The Way We Were*, with Ringo Starr and David Essex, conveyed the pop attractions of the period to the generation born after 1955. The death of Elvis Presley in 1977 brought another surge of 50s nostalgia. The big auction rooms now accepted as saleable "antiques" such as jukeboxes and early electric watches.

Malcolm Brown

# ALFA 33

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FOR THE OFFICE.**

**IF YOU'RE VERY LATE  
FOR THE OFFICE.**

**WHO'S GOING  
TO THE OFFICE?**

Admittedly the BMWs for the road will never be quite as fast as a BMW for the track. Which is not to say they're exactly slow. The 628CSi on the left, for example, is capable of 131 mph — aided by the same engine that brought victory to a BMW driver in last year's

European Touring Car Championships. Should you want something livelier still, consider the 635CSi in the middle. It reaches 60 mph in 6.9 seconds, and will cruise on effortlessly up to 142 mph. If you happen to own a racetrack you might

prefer the racing version. For those that don't the 635CSi offers a minor compensation: a surprisingly frugal 24.7 mpg overall. And how much do you pay for this rare combination of performance, economy and (let's be honest) sheer unashamed luxury?

£18,710 for the 628CSi. A cool £23,995 for the 635CSi. And sorry, but for those looking to buy the complete set, the racing car is not for sale.



**THE ULTIMATE DRIVING MACHINE**

DOE FUEL CONSUMPTION FIGURES FOR THE 635CSi FOUR SPEED AUTOMATIC, URBAN: 19.1 MPG (14.8L/100KM), 56MPH; 41.5 MPG (6.8L/100KM), 75MPH; 32.5 MPG (8.7L/100KM). PERFORMANCE FIGURES SOURCE: MOTOR/MANUFACTURER. OVERALL FUEL CONSUMPTION FIGURES SOURCE: D. CARTER, MOTORING JOURNALIST. PRICES CORRECT AT TIME OF GOING TO PRESS. INCLUDE CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES. INCLUSIVE DELIVERY CHARGE INCORPORATING BMW EMERGENCY SERVICE AND INITIAL SERVICES. £185 + VAT FOR A BMW 6 SERIES INFORMATION FILE. PLEASE WRITE TO: BMW INFORMATION SERVICE, PO BOX 45, HOUNSLOW, MIDDLESEX OR TELEPHONE 01-897 6669 (LITERATURE REQUESTS ONLY). FOR TAX FREE SALES: 56 PARK LANE, LONDON W1. TELEPHONE 01-629 9277.



# THE TIMES DIARY

## Growing pains

When the "Plant a Tree in '73" campaign was launched in an attempt to repair the ravages of Dutch elm disease, cynical nurserymen and landscape architects were around humming a subversive little rhyme: "Plant a tree in '73, plant some more in '74; how many alive in '75?" The answer in '83 is half at best, and a third at worst, of the 100 million trees planted annually, according to Cedric Lisney of the Landscape Institute.

At £1 a tree, the investment is staggering, as is the loss. Many have succumbed to drought, says Lisney, especially during the three very hot summers since Plant a Tree started. Trees in towns and cities tend to fare better because the local authorities look after them to some extent. The classic failures are "the well-meaning country bods who go out to the country on a Saturday morning, dig them in with a silver spade, and then walk away".

Recent Forestry Commission figures suggest that as many as 10 per cent of all plants, in any case, are already desiccated and effectively doomed when they arrive on site. "What we are talking about in tree terms," says Lisney sagely, "is stress".

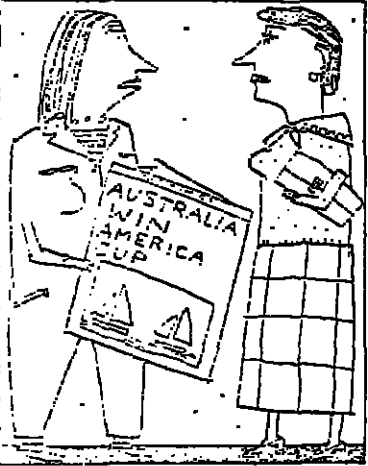
## Doney's bouquet

An anonymous Swiss hopes to sell a bottle of South African wine for more than £300 at Sotheby's today. It is a Great Constantia of 1793, bought in a sale of items from the library of the Duke of Northumberland at Althorp about 10 years ago. The bottle is said to have got through a dozen bottles of the stuff a month in exile. The Great Constantia used to grace the tables of the Georgian households in this country, according to *Times* wine writer Jane MacQuitty. It is still "delectable" even at that advanced age, freshly in colour with "an amazingly strong grapey Muscat perfume". CBS has just announced a world premiere, according to Schubert, of a "concert" of music, not all of it recorded. "Despite its brevity, the music evokes a strangely haunting atmosphere", CBS insists.

## Running buffet

The story of the Sharrow Bay Hotel in Penryn in Cornwall seems to be rather fascinating, says the English tourist Board. From the new ingredients of a bicycle, assorted kitchen cutlery and a red setter called Peggy, Francis Coulson has built up a superb standard of cuisine. Sounds yummy.

BARRY FANTONI



"Neville was so excited he almost woke up."

## Where's the Rub?

The next issue of the *Spectator* is to carry a note on its letters page, differentiating between Michael Rubenstein, whose letter in this week's issue deplores the "continuing failure" of all concerned in the *Literary Review's* publication of that article by Rolf Dahl "to recognize their lapse in judgment, still less show remorse about the offence it caused", and Michael Rubenstein, legal adviser to the *Literary Review*. Both Rubs, you know, are genuine; the note was requested by Rubenstein-with-an-i, and Alexander Chancellor, the editor, acceded. "The ramifications of this thing seem to be absolutely endless," sighs Chancellor wearily. "What spirit of mischief might have prompted Rubenstein-with-an-e to write the letter is a matter for speculation."

## Unthink tank

The peace-loving London Borough of Lewisham plans to dismantle a tank-shaping climbing frame in a playground in Folkestone Gardens, New Cross, in the hope that local juveniles will study war no more if they are given a more conventional structure to clamber upon. Counter-revolutionary Tories are muttering that it would cost less to convert the thing to a bulldozer shape, and in any case there is at least one Conservative borough prepared to buy the tank as it is.

The Duke of Edinburgh has written to Noboru Hamada, president of the Japan Maritime Machinery Development Association, requesting a briefing on Japanese techniques for lifting fuel costs by reintroducing the use of sail in modern shipping. Computer-assisted sails are already assisting the knots-per-gallon averages of coastal ore-carriers and tankers in the Far East. The Palace was not amused by suggestion that the royal yacht Britannia might be on the verge of sprouting such sails. Prince Philip's letter arises only from "a general interest" in such matters, it maintains. PHS

# So easy to stop the Labour levy

by Michael Ivens

Public expressions of guilt by trade union officials are rare. It is no coincidence that they occur tomorrow, just as the TUC is to meet Mr Norman Tebbit to discuss the political levy. Trade union officials are almost excessively prepared to confess that they have been mishandling the levy.

Since 1947, union members in England, Scotland and Wales have had to opt out rather than opt in to a paying political levy to the Labour Party. Now Mr Tebbit is considering changing the law and he is examining acting against employers who deduct the political levy from unionists' pay packets. Trade union leaders are preparing a fresh approach to Mr Tebbit. "We have sinned in the past" will be the gambit. "We have not always been as efficient as we should in showing workers that they have a right to opt out. Give us a chance and we will improve. But don't legislate."

The present position of trade unionists on the political levy can be summed up by a survey carried out by National Opinion Polls for Aims of Industry. It showed that approximately 40 per cent of non-Labour voters pay the Labour levy - through ignorance, fear and apathy. Another 25 per cent don't know whether or not they pay it. A mere 24 per cent prefer the opt-out system.

Some trade unions, of course, are better than others in making it easy for their members to opt out. Mr Clive Jenkins' ASTMS allows 70 per cent to opt out - and deserves credit for it. But how do we account for the National Union of Dyers,

Bleachers and Textile Workers getting 100 per cent of contributors to the political fund in 1979?

Or in 1981 the TGWU achieving 98 per cent, the NUR 97 per cent and Aslef 94 per cent? As Labour got less than half of the trade union vote, it hardly comes from political conviction!

There is a strong case, then, for changing from opt-out to indicating positively your support for Labour by opting in. But Mr Tebbit would be mistaken if he thought that by changing the law in this way, he would stop the situation whereby non-Labour trade unionists find themselves being used as part of a block vote to elect Labour leaders and to create Labour policies.

These days many employers collect the union dues under so-called "sweetheart" agreements with unions. Very often the union will ask the employer to collect the political levy as well.

"But how do we know which employees have opted out?", will be the personnel officer's question. "Just collect the lot", is the common reply. And if the personnel man asks how the non-Labour supporters are to get their money back, the reply is often: "Just send them along to us."

How all this works in practice can be seen from the case of the brave Mr Jack Cleminson who year in, year out, asked the Post Office and Engineering Union for the political levy which the Post Office had knocked off his wages. Mr

Cleminson also handed opt-out forms to his colleagues - and was threatened that he would lose his job by trade union representatives. Finally, after 12 years, Mr Cleminson took his case to the certification officer.

That gentleman produced a curious ruling. The union, he said, had to pay years in advance for the money deducted by the Post Office from Mr Cleminson's wages. Not surprisingly the ruling was overturned on appeal.

Trade unions and guilty employers sometimes argue that in these days of the computer, it is too expensive or difficult to take into account political levy exceptions. The opposite is the case. Computers are magnificently flexible and employers make all kinds of exceptions in pay, pensions, invoices, special rates and commissions.

Many company chairmen are ignorant of the fact that many of their employees are being forced to pay the levy - even though they have opted out. They look rather pink when they discover it.

The solution is simple. The law should make it illegal for employers to deduct the levy if trade unionists have stated they do not want to pay it. And Mr Tebbit should deal with the loophole in the 1913 Act which allows the levy to be collected from everyone if discrimination presents severe difficulties. That clause is used as an excuse by employers and trade unions and should be deleted.

The author is director of Aims of Industry.

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## Two months after martial law's end, Roger Boyes assesses the army's new role

### Poland's army: still no political retreat

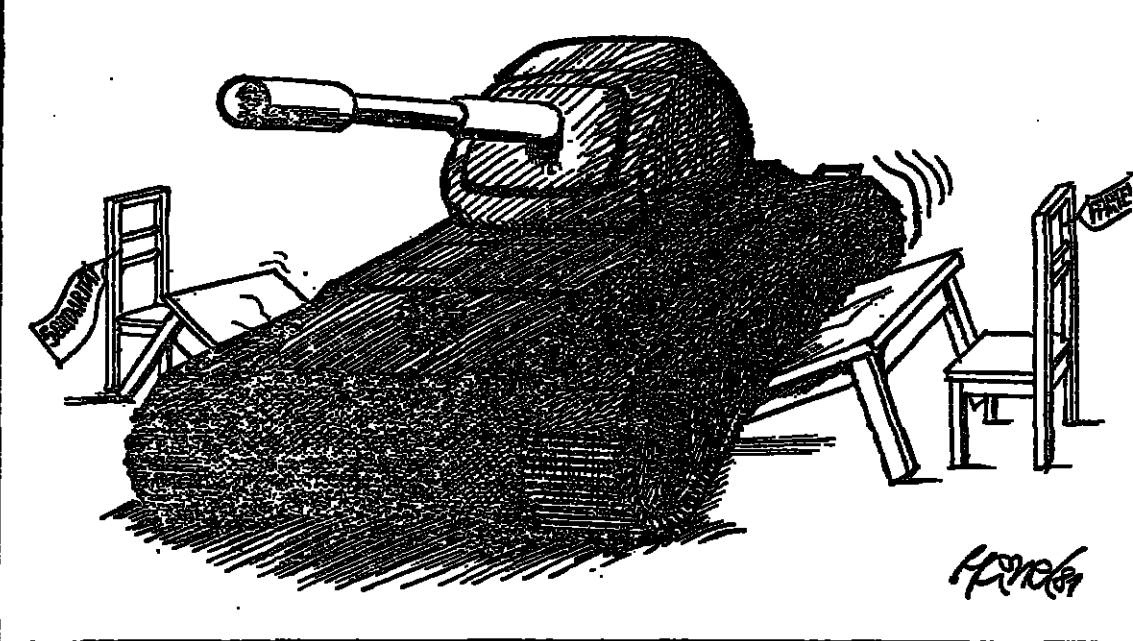
Warsaw In the gloom and muggy warmth of a Warsaw underpass, near the flower-sellers and the wizened women offering strings of garlic, an accordion-wielding ex-soldier plays day in, day out an old partisan lament: "The willows weep, the girl friend cries, her eyes wet with tears when she sees the hard, hard fate of the soldier." The zloty notes accumulate in his old cloth cap, for the popular sentiment is strong. Even after 19 months of less-than-pleasant martial law, soldiers are an object of respect.

Very soon, probably in a matter of weeks, General Jaruzelski, the country's leader, is expected to resign as Minister of Defence, a post he has held for 15 years, thus yielding his direct control of an institution that evokes simple patriotic emotions but complex political thoughts. The declaration of martial law in December 1981, the creation of a ruling military council, the soldiers on the streets, these seemed at the time like the trappings of a coup d'état, a seizure of power. In fact, it rapidly emerged that the army was being used as a mechanism of change from one discredited governing team to another that had at least the authority to carry out its decisions.

Thousands of party apparatchiks were dislodged. The role of the army was to control the pace of change so that it would not seem threatening, to ensure that the direction of those changes did not undermine the Communist Party even further and to lend authority - but not physically participating - to the efforts of the internal security forces in stamping out the Solidarity opposition. For the army to have achieved these unpopular tasks without forfeiting popularity showed great political skill.

But now two months have gone by since the lifting of martial law and it is becoming clear that the army is not just an instrument of transition. It has fulfilled its national task, but not its party political one. Although General Jaruzelski declared that the army would now withdraw to the "second line", senior officers are well entrenched in the party and the state administrations.

This raises some important questions about the significance of armies in communist societies, when does an army's professional commitment to national security



Dialogue ended

reproduced from the *Kölnar Stadtanzeiger*

become a commitment to national "salvation"? When is it legitimate for an army to intervene politically, and when should this intervention end? Does the army have a responsibility to reform or to preserve the status quo?

In the Soviet Union, where the authority of the party and its institution goes unquestioned (the questioners are in jail), the support of the army is needed to carry off a change in leadership, but its own political involvement is limited; rather, it is a lobby whose loyalty has to be bought. But in countries where the authority of the party has been eroded and the machinery of change has grown rusty - in Ceausescu's Romania for example - the army may have a key role to play.

In Poland, the army has always had a national mission. It is the guardian of the frontiers and it serves, when it is functioning correctly, as a school for patriotism. On army initiative, monuments have been erected to pre-war, pre-communist generals; the military four-cornered hat, the traditional headgear of Polish armies, has been reintroduced for ceremonial occasions. These are the symbols which bind army with nation.

But the army also has a mission to the Communist Party. This creates a dilemma for thinking generals: what if the Party is not serving the nation effectively? Should the army stand idly by? Martial law showed that the generals are willing to gamble much to reconcile their two personas. The army is not something separate from the Communist Party. Most officers above the rank of captain are Party members. The head of military training, General Tadeusz Kupczak, recently remarked: "Every soldier should be a Marxist - and

now every soldier should be an economic and social activist - former commissars should maintain permanent contact at offices or factories where they have worked".

This then is the new military role in Poland: the soldier is a political activist, for only the army can boast the monolithic party structure that should (in the ideal Marxist world) be the case throughout Polish political society. That means that the army believes that its job is to regenerate socialism in Poland by restoring effective government.

Sitting at their desks, unfurled by the ending of martial law, three generals hold down crucial ministerial posts - the Interior Ministry (Czeslaw Kiszczyk), Local Administration (Wlodzimierz Oliva) and Mining (Czeslaw Piotrowski). Several generals are also deputy ministers, including the deputy minister of education. The head of the anti-corruption unit is General Tadeusz Hupalowksi. Army officers serve as provincial governors in three Baltic ports (including Gdansk), in Silesia (Katowice), in central Poland (in four towns), as mayor of Warsaw, as chairman of local people's councils in several cities.

And, perhaps even most important, army officers control two of the most decisive sections of the Communist Party central committee - the personnel department and international relations. About 15 per cent of the party administration is believed to be run by officers.

None of this means that the army has ousted the party; rather, one of the most active and trustworthy parts of the party has taken up a stronger leadership role. Army

participation in the Party may not make communism more popular but it should make it more effective. The problems are large, but they lurk, like icebergs, scarcely visible on the surface. First, the army by politicizing itself is risking not only an ultimate loss of prestige but also the reproduction of party factionalism that plagues the party at large. It is only natural that the general running the administration of a central Polish town will disagree with the general who is running Gdansk when it comes to the allocation of scarce funds. It is only natural that, confronted with political realities, some officers will become enamoured of reform while others will be convinced of its hopelessness. These differences are not fatal, but they will undermine the political homogeneity that allowed the army to declare martial law in the first place.

Second, the church is resisting the idea that the army should become a kind of Marxist finishing school and has instructed priests to strengthen their links with conscripts. Finally, the pull of the Polish Army's other mission - to defend the country against outside attack - will become stronger, especially if the West stations new missiles in Europe. The emphasis on defence may well lead to a redefinition of the army's political role. The officers involved in running the country at the moment are mainly from a political background - invariably Soviet-trained at staff college level - and are not really needed back at the barracks. But if the Warsaw Pact is to make credible its threat to reply to new US missiles with appropriate military measures, then it must demonstrate that its warlords are not entirely desk-bound.

## Conner, alone with America's sunken pride

Newport, Rhode Island Around here it is rather as if Everest had been bought by a Japanese camera company. The belated public sportsmanship being exhibited by the sleek, socially exclusive New York Yacht Club, as it handed over for the first time in 132 years the coveted America's Cup to ecstatic Australians at a Bellevue Avenue mansion, was in severe contrast to its private, even resentful, anguish.

When Australia II, with its remarkable fin-keel by an untutored designer, Ben Lexcen, came from a minute behind over the final two legs of the seventh and decisive race to win by 41 seconds, the men in peaked caps, blue blazers and white skulls lining the deck of the black-hulled committee boat Black Night knew they were watching the most treasured bauble in the sporting world vanish before their eyes. Their *raison d'être* had vanished.

As Alan Bond's wildly rejoicing crew sailed past, the Black Knight gun which had signalled the finish of the race then fired a four-salvo salute while the members doffed their hats and bowed in acknowledgement to a beautiful, innovative boat and the crew which so nearly failed her. Their fists were no doubt clenched at losing a lead of three races to one, never mind that unbelievable switch on the fifth leg, when Dennis Conner's 57-second advantage evaporated in a mistaken downward course.

When Conner, the 1980 champion in Freedom against Bond's third boat, Australia I, achieved that 3-1 lead, the crackling shortwave radios out on Rhode Island Sound picked up the talk between NYCC Commodores Robert Stone and Bob McCulloch, and their helmsman.

"You sailed a terrific race," said the men from the club. "Thank you, sir," replied Conner stiffly that day. Conner the unbeatable, who was in a seemingly impregnable position against the boat he knew was faster, but whose crew could not collectively match his vast professional experience. Yet on Monday night, when what the NYCC members had believed to be impossible had actually happened, it was Conner who had to shoulder the burden of America's loss.

As Australia II came late into harbour against the faint remains of a crimson evening sky, the night was a blur of fireworks and rockets and blinking helicopters. The dockside groaning under the weight of thousands of spectators whom Newport may never see again. Television lights flooded the quay, the US syndicate boats Liberty and Freedom formed a guard of honour, for Australia II.

There on her towing launch, Black Swan, was the red-jacketed Conner, with a fixed, empty good loser's smile gazing up at the myriad of frenzied Australian faces. How different it had been a few hours before as the tanned Conner, looking

like Al Jolson with his sun-creamed white lips, had confidently jockeyed his burgundy-coloured boat in the pre-race manoeuvres. Now it was Conner, unaccompanied by any member of the NYCC, who walked alone through the car park, through the milling streets of hard-luck cries to the Armoury, where he faced the press, knowing he had blown a winning position.

"I'd like to stay for an hour of questions," he said when paying tribute to Australia II. But when a mass of camera, television and press men is witnessing a man with tears swelling his eyes as he says the United States has no cause to be ashamed of their performance, they do not press him with questions. They just let him put on his straw hat, accept a thin cheer, and disappear back into the bedlam outside.

The NYCC might have supported the man who surrendered its heritage, but seemingly did not have the guts. It was left to syndicate chairman Ed du Moulin to appear later and say Conner was still the best helmsman. But the truth was he just did not have the best boat, and after months of relentless pressure, the man who never allowed a mistake had made a monumental one.

Back in New York, where the club was formed in 1844, and settled into its present mansion in 1901, those members not in Newport had been listening to a radio commentary in

the bar with its red leather chairs and portraits of boats and skippers of long ago. The club has no television; it is that kind of club. No one knows what they thought as Liberty's lead disappeared by the start of the final leg.

Richard Thursby, a NYCC member, has said: "There won't be more than a couple of days' mourning before we start thinking about how to win the damned thing back." But now it is free to any club and syndicate in the US, never mind the rest of the world, to bid independently. The exclusiveness which the NYCC enjoyed for so long finally turned against it. Never was a US 12-metre permitted to compete against a foreign boat outside the America's Cup; so they never knew, for example, what all the six foreign challengers learnt that Australia II's tall, slim rudder was also part of her tacking ability, and they copied it.

When Conner finally got into the water against Lexcen's Lightning, as it is known, he was raw to the exceptional qualities which Victory '83 and the others had long since discovered. Ultimately, by the narrowest of all for that colossal margin, the man who gave every command on his boat, made the singular error which neutralized the earlier ones by Bertrand. It was the right result.

David Miller

Jock Bruce-Gardyne

## Here's health, the French way

Eighteen months ago I had to go into hospital for a minor operation. First I was inspected by a consultant who discussed the nature of my responsibilities at the Treasury and then handed me over to two young housemen. One examined me; the other took notes. Eventually the consultant returned, listened gravely, and confirmed that the operation was required.

I went into hospital - as an NHS patient, I hastily add - for three days. The treatment was excellent, and entirely successful. My room was swept and garnished about half a dozen times a day, and at any time of the day, there seemed to be a squad of half a dozen nurses sitting around with nothing very obvious to do.

So I find it difficult to swallow the reports of the desecration being perpetrated on the NHS by flint-hearted Norman Fowler.

Certainly cuts such as the closure of 20 per cent of the beds of the Department of Paediatrics at Guy's should be avoided, but such issues skirt the problem of over-manning in the Health Service. Between 1979 and 1982, the DHSS recently told us, the number of doctors and dentists on its payroll rose by more than 2,000, or 6 per cent. The number of nurses and midwives rose by 40,000, almost 11 per cent. "Administrative and clerical staff" increased by almost 6,000 and "professional and technical" by 7,000 - all of 12 per cent.

In total, the NHS payroll grew by 55,000. Yet hospital waiting lists have not noticeably shortened, nor has there been any noticeable increase in the number of patients treated. Is it really the case that 8,000 out of a total of 800,000 - just one for every extra seven recruited between 1979 and 1982 - cannot be found who are surplus to requirements?

It is true that an aging population and a longer life expectancy make extra demands on the NHS. It is also true that more people are needed, from GPs to cleaners, to provide the same level of service as the hours of work have shrunk. But to accuse a government which has doubled cash expenditure on health care and consciously increased the proportion of the nation's product going to the NHS of a "conspiracy" to force

people to use private medicine is to debate the English language.

On the other hand, I can see nothing remotely improper about the contemplation and discussion of long-term changes in the way we pay for health. If the NHS ever was "the envy of the world" - which I doubt - it certainly isn't now. We should not be inhibited from learning from the experience of our neighbours.

I have never been convinced by the arguments of those who would have us follow the US example and rely on private medical insurance with a safety-net. The evidence of the capacity of the medical and legal professions to rip off such a system is really too impressive to be dismissed. Only last week an American acquaintance who could not remotely be accused of enthusiasm for "socialized medicine" told me of a friend who had received a \$500,000 bill for the treatment of his wife, who had just died of cancer. Allow a multiple of five for poetic exaggeration and the cost would still be indefensible.

But the American system is not the only alternative. In France, health care is financed from compulsory insurance and topped up from taxes, much as it is in Britain. But with a crucial difference.

Instead of the service being either free at point of use, or subject to charges (for prescriptions, dental care, etc.) unrelated to costs, as it is on this side of the Channel, the user is billed and has to pay and subsequently reclaim.

There are plenty of pitiable administrative costs are higher, since the sheep who can be expected to meet the initial charge until they can reclaim it have to be sorted from the goats who cannot. But the introduction of a comprehensive cash nexus induces both a consciousness of cost and a propensity to shop around for best value - something which is almost wholly absent from our system.

At any rate, we should not be browbeaten into assuming that all the NHS needs is more cash. Still less should we treat pressures for marginal economies in manpower as evidence of a betrayal of commitments to the NHS.

The author was Economic Secretary to the Treasury in Mrs Thatcher's last government.

James Curran

## Puppet state and a Westminster MP

Sir Peter Emery, MP for Honiton, who was knighted for distinguished political services last year, has pursued a career not entirely free of controversy. He was in effect rapped over the knuckles by the House of Commons Public Accounts Committee in 1980 for being a director of a company that made an excessive profit from managing the publicly funded Underwater Training Centre in Scotland. But Sir Peter Emery vehemently denies the allegation that his company made too much money out of the taxpayer (even after the committee reinvestigated the matter at his request and again found against him).

There is nothing particularly unusual in MPs having business interests and nothing particularly unusual about work in public relations. Many MPs relate, promote, advertise and oil wheels. But Sir Peter Emery's latest form of political entrepreneurship requires examination. His company, Shenley Trust Services, is acting as a public relations agency for Bophuthatswana, a so-called independent black state in South Africa. Sir Peter has himself been introducing people from Bophuthatswana to influential politicians and diplomats. Bophuthatswana House, the country's official residence which opened with a great fanfare last year in Holland Park, is owned by a company with a registered address at Sir Peter Emery's Saville Street offices.

At first sight, Bophuthatswana would seem a laudable as well as a profitable cause to promote. Its record on human rights, unlike that of the other Bantustans, is good. Its government was democratically elected, albeit on a registered franchise of about 270,000 in a country that is officially the homeland of 2,700,000 people. Its 102-seat national assembly has only a minority of seats reserved for nominated chiefs.

But Bophuthatswana, like the other Bantustans, is the means by which the South African government legitimizes white domination. The African majority is denied political, property and full residential rights on the grounds that it belongs to Bantustans, even though many have never set foot in them. By this simple legal fiction, blacks accounting for 73 per cent of the population are excluded from ownership of 86 per cent of the land in South Africa, incorporating virtually all parts of the country which have mineral resources, good farming land or expensive economic activity. Black Africans are also denied the right to vote in elections for the South African government or even to belong to a political party which has white members. Since their political aspirations should be confined officially to their black "homelands".

Yet the Bantustans are transparently bogus even as would-be independent states. Bophuthatswana, for instance, is not even a single territorial enclave within South Africa, but consists of seven parcels of land, separated in some cases by hundreds of miles. Its government is financially and militarily dependent

on Pretoria, and 55 per cent of its labour force works in what are officially white areas.

Like other homelands, Bophuthatswana is an impoverished reservation, providing cheap labour for white-controlled industry and a dumping ground for the very young, aged and sick who are not wanted in "white" South Africa. Its very existence, with that of the other Bantustans, constitutes a covert form of social control. About four million black workers, with migrant status in South Africa, are under constant threat of being forcibly repatriated to their "homelands" if they tangle with the authorities or with employers.

The Bantustans are also a crucial part of the South African government's future programme for gaining international acceptance. The intention is to create 10 independent black states which will eventually enter into a confederation with "white" South Africa in what Prime Minister P. W. Botha calls "an association of free states". Racist segregation in one society that appears offensive to the outside world will, it is hoped, seem more palatable in the form of a pluralist development of separate nations and by enlisting black elite in running the Bantustans, the South

## Yet a solid block of Tory party opinion implacably opposes apartheid

African government hopes to ensure that resistance to white domination will develop in the form of a struggle between blacks.

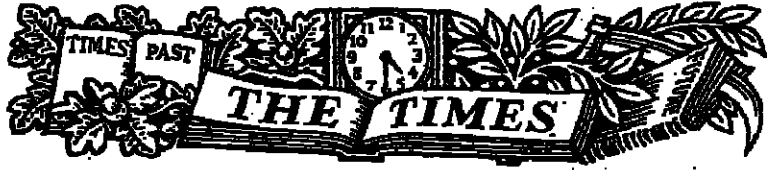
But the development of pseudo-independent Bantustans represents only a face-lift to a system of exploitation based on racist eugenic theories. Most of the resources of a mineral-rich country will continue to be appropriated by a white minority through the ruse of making the majority aliens in their own land. This is why Britain, the EEC, and the entire civilized world have refused to recognize any of the four Bantustans so far declared to be independent states.

But if South Africa is to achieve a diplomatic breakthrough in the future, Britain is the one country in which the process could begin. Britain has the most right wing government in the EEC in terms of its international policy. Bophuthatswana, led by a decent "Uncle Tom" figure, Chief Mangope, is the best run and most creditable of the Bantustans. And Sir Peter Emery, identified with the liberal centre of the Conservative Party, is a good choice for lubricating a change of policy.

Nevertheless, there is a solid block of opinion in the Conservative Party which is implacably opposed to apartheid in South Africa. This one hopes, will be sufficient to stop in its tracks South Africa's latest diplomatic initiative and discourage Sir Peter from promoting it.

The author is editor of *New Socialist*.





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## THE REAGAN OFFER

Should President Reagan be rude to the Russians if he is genuinely seeking an agreement on arms control? In his address to the United Nations General Assembly on Monday he made important concessions in an effort to break the stalemate at the Geneva talks on Intermediate Nuclear Forces (INF), but also questioned Soviet good faith and criticized the record of the USSR in international affairs. The initial response from Moscow does not augur well for progress at Geneva; Tass counterattacked by accusing Mr Reagan of using "gross distortions of generally known facts, demagoguery, disinformation, and blatant lies."

Yet the balance of his speech was about right. The proposals on arms control were revealed to Soviet negotiators at Geneva the previous week, rather than first announced on a public occasion for maximum propaganda advantage, as had been President Andropov's practice. The criticisms of the USSR were relatively muted, and were certainly just. Unlike the Soviet leader, President Reagan has to take account of public opinion in the Nato democracies, and explain why it is so difficult to achieve arms limitations clearly of benefit to the whole world.

President Reagan has made three proposals which go some way to meeting Soviet demands at the INF talks. First, the US would not seek to match in western Europe the total number of warheads deployed by the USSR in its European and Asian territories, but would maintain equal numbers on a global basis,

thus achieving a balance at a level lower than the numbers of land-based weapons of intermediate range now possessed by the USSR.

This would mean that Moscow would reduce the warheads targeted on western Europe while fewer US weapons would be required when deployment of cruise and Pershing II missiles begins in December.

Mr Caspar Weinberger, has the opportunity during his visit to China to explain the thinking behind the new proposals to his hosts who, faced with 108 of the triple warhead SS20 missiles across their northern border, clearly prefer the destruction of the Soviet weapons envisaged in President Reagan's initial "zero option". For China and Japan, an arms limitation which leaves them with Soviet weapons on site in Asia cannot be satisfactory, and since they are highly mobile and could be redeployed to threaten Western Europe, it is certainly vital that Washington retains the right to deploy "elsewhere" the missiles within the global balance not deployed in Europe.

The second concession - agreeing to include medium range bomber forces - will greatly complicate the work of the INF negotiators, but has long been demanded by Moscow which claims that when aircraft are included a balance already exists without the cruise and Pershing II missiles. This is based on a distortion of the figures, however, which brings in British and French deterrents and even includes aircraft stationed in the USA with shorter range than Soviet bombers

excluded from Moscow's calculations. Counting all medium range weapons and aircraft, the Warsaw Pact forces actually have four times the Nato figures.

The third proposal should certainly be welcomed by Moscow, since it allows for the reduction of Pershing II numbers to preserve the one-to-five ratio with cruise missiles should an agreement to lower the overall balance be achieved. The faster Pershings are regarded by USSR as the greater threat, taking only eight minutes from their West German bases to reach targets in the USSR.

There is enough evidence of flexibility and compromise in these proposals to encourage a more constructive Soviet stance at Geneva. But President Reagan correctly emphasized the necessity of effective verification and pointed out the need for the USSR to improve its very suspect record in observing the international agreements already negotiated such as the Helsinki Final Act, the Convention on Biological Weapons, and earlier arms limitation treaties. He was not being rude to the Russians in saying that the tragedy of the Korean airliner showed how different is the Kremlin's attitude to truth and international cooperation. This is an unfortunate fact of life which the western public must bear in mind when demanding progress at Geneva. President Reagan's proposals, together with the imminent deployment of cruise and Pershing II missiles, place the onus firmly on the Soviet leaders to show a similar willingness to reach agreement.

## NOT YET A RESIGNING MATTER

The twenty-one republican prisoners still at large from the break-out at the Maze prison on Sunday will not, even if they remain at liberty, have the same operational value for the Provisional IRA as they had before they were arrested, convicted and imprisoned. That value, denominated in murders and explosions, was very high in the case of some of them. But they are now marked down by the police forces of both parts of Ireland. If they show themselves they risk recapture. They are too hot a property for most missions. Their escape may not do much directly to reinforce the IRA's ability to sustain the commission of crimes that it calls war.

However that may be, there is no mistaking the political significance of the escape. It was one of those deeds of daring that are the very stuff of the Irish republican tradition of armed resistance. The Provos triumphantly cry "Colditz", and they must be allowed the comparison. It is the perfect propaganda antidote to the procession of informers that have shaken the organization's morale. It is deeply disheartening to the security forces in Northern Ireland, especially the units which laboured to bring these men to justice in the first place. It does not leave unscathed those who carry political responsibility in the province.

From the point of view of authority the misadventure is so gross and notorious as to bring up the question of political resignation, the demand for which has been heard both in

Ulster and in Britain. The stable door is locked, and the necessary inquiry into how it came to be opened has been set in motion at the appropriate level. A "sub-judice" interlude supervenes. Is that enough to be going on with?

Political resignations, the kind in which the victim jumps and is not just pushed, can serve a useful purpose. Sometimes, as in the case of Lord Carrington and his colleagues at the Foreign Office, the purpose is ritual expiation; to make amends for the government's collective fault; to draw a line of some sort under the past in order to enable the government better to tackle the urgency of the present. Sometimes, as in the case of Sir Thomas Dugdale and Crichton Down, the purpose is more personal: resignation is the signal that the minister assumes responsibility for the misdeeds of his officials, even if they are of a kind for which personal supervision would not be expected of him; it is a signal that the ranks of politicians contain honourable men.

This is not the occasion for a Carrington type of resignation. The Government's general ability to manage the affairs of Northern Ireland is not seriously impaired by the incident (and if the Provos were handed the political scalp of a Secretary of State they would have even more to crow about). Moreover the setback occurs in the field of internal security, where there has been steady and marked improvement under the present administration in Northern Ireland. This is not the culmination

of a record of failure, but a sudden and spectacular reverse in an area where things were going fairly well.

The time for a Dugdale type of resignation will come, if at all, when Sir James Hennessy has made his report. It may then be possible to see how far the disaster was due to the negligence or criminality of individuals, and how far to errors of policy or laxity in their execution. In measuring the obligations of political honour against those conclusion it will be fair to remember that we are not talking about Whitehall in conditions of external peace and civil harmony. The inveterate and bloodstained enemies of the state who are active in Northern Ireland have the power to inflict occasional spectacular coups de main in the face even of vigilance.

The name of Mr Nicholas Scott, the junior minister with responsibility for prisons, is the one to which a call for resignation is being pinned, not solely for reasons that have to do with security in Northern Ireland. If this were a resigning matter - and it is our view that it is not, subject to the finding of the inquiry - it would implicate the Secretary of State and not simply one of his parliamentary under-secretaries. The political administration at Stormont is compact. Security policy is at the heart of it, and the Maze is near the heart of security policy. Responsibility goes right to the top.

## SAILING, SAILING

Much of the fascination of the America's Cup has derived from the stubborn brilliance with which the Americans defended it for 132 years. The desire to be the first to break the spell brought rich men, superb yachts and the world's best helmsmen to Newport time after time. One by one they lost, and each time they did so the fascination grew.

Now the Australians have won at last, after many attempts, and the spell is broken. Skilled sailors though they are, they won primarily on the drawing board and in the Dutch testing tank, for they had a markedly faster boat. The Americans, who probably had the edge as sailors, were out-designed rather than out-sailed, and they nearly won the last race.

The Australians' secret lay not just in the mysterious winged keel but in the whole design around it which enabled them to make a light boat without loss of stability. Their victory is no less praiseworthy for that. The complex formula of the twelve-metre class challenges the designer as much as the helmsman. The Australians took up the challenge and simply did a better job than anyone else. They well deserve their victory; the Americans were somewhat ill-mannered to object as vociferously as they did. As for the British, sadness that their magnificent effort was not quite

sufficient should not stifle praise for the Australians.

Of the Americans' behaviour it can perhaps be said in mitigation that as a nation they would not be where they are in the world today if they did not attach so much importance to winning. But this will make the loss even harder for them. In the way that symbolism sometimes becomes attached to matters of only marginal relevance, Americans may see the loss of the cup as further confirmation of their fears that they are losing their ability to hold the outer frontiers of technological innovation. Some may even see it as part of a wider loss of predominance.

Doubtless the Americans will fight back. They will fight on the computers and the drawing boards. They will fight in the testing tanks and finally on the water. But will other nations fight too? Will the magic hold? Obviously it will be somewhat reduced. No one can equal the Australians' feat unless the cup is held in Perth for another 132 years. Yet something will surely survive.

The America's Cup is rightly regarded as the Everest of yachting, a unique event in the rarified upper atmosphere of sailing. The boats are magnificent thoroughbreds of astonishing beauty, almost archetypal yachts, so finely constructed for

one purpose that they are virtually useless for anything else unless extensively modified. The races themselves are strange, lonely elegant duels between two yachts only, far out to sea, as distant from the multiple skirmishing of most yacht racing as a modern lightweight ascent of Everest from a crowded athletics meeting.

And the sport is very much in tune with the age. It involves modern technology, yet it produces no pollution and little noise (the spectator fleet is another matter, of course). It does no damage. It requires no mastery of nature but subtle and sensitive exploration of how to extract the most power from wind and water. The best helmsmen are those who can find and hold that thin line of balance along which the elements seem to join in driving the boat forward. The America's Cup will continue to represent one of the highest tests of their skill.

Obviously there are hundreds of socially more useful ways of spending money, but once applied utilitarian criteria to the pursuit of dreams and there is no stopping. Sailing is no more useless than football or ballet, and pound for pound it may well create as many jobs and as much happiness. So may the pursuit of the America's Cup continue, the magic survive, and the next round be friendlier.

## LETTERS TO THE EDITOR

### Raising revenues of debtor countries

From Sir William Lithgow

Sir, Understanding the world banking crisis requires a little reflection. In 1974, after adjustment for inflation, the average cost of sovereign dollar borrowing was about -64 per cent, by 1982 +13 per cent, a crude difference of 20 per cent. Nine years ago surplus oil revenues were flooding the money markets of industrialised countries committed to paying their oil suppliers more, but unwilling to pay their voters less. By last year, however, the Opec countries had become net borrowers.

Today the United States, rather than raising adequate taxes, emulates the example of the countries which borrowed so heavily and many United States banks have been left extraordinarily exposed.

Viability of a country or a project could be achieved a few years ago, at the expense of widows, orphans and sheiks, through the mechanism of inflation alone, which increased dollar revenues at a greater rate than borrowing costs. With interest rates near historic record levels, it is today as unrealistic to suppose that the real

revenues of debtor countries can be increased by up to 20 per cent without further investment in the middle of a world recession as to assume that oil producers' revenues could be recycled without risk nine years ago.

Sound money and sound economics cannot be achieved by arbitrary actions. It is little wonder that the United Kingdom has a deficit on trade in manufactures when this new phase of money madness is closing the markets of developing countries.

New initiatives are urgently required from this side of the Atlantic, from the United Kingdom as a banking and industrial nation. It is in the interests of all that we get our act together and overcome organisational problems that have left the world with too many idle hands and minds and too much poverty.

Yours faithfully,  
WILLIAM LITHGOW,  
P.O. Box 2,  
Port Glasgow,  
Renfrewshire,  
September 26.

### Rates reform

From the Chief Executive of Swale Borough Council

Sir, The Government invites views on its White Paper on rates. May I, from the inside, add to the admirable comments of your leading article of September 16 and hope to dispel a number of deeply seated misconceptions?

The White Paper starts from the mischievous and misleading premise that "the Government cannot ignore the deep and widespread sense of grievance felt by ratepayers". Having itself failed to reform the rating system the Government then orchestrated a campaign against those who have to operate the present outdated system with the intention of undermining public confidence in local government so as to pick it off like a ripe plum.

The Government claims credit for seeking "to reverse the growth in current expenditure" by "increasing the accountability of local authorities". Accountability is measured locally in votes and expenditure in "needs". Local government does not require a sermon on that. We provide vastly more information on our functions than does central government. It is they, not we, who

so frequently shelter behind the phrase "not in the public interest". All Cabinet papers are secret; all ours are open. Open government? Accountability? Ask you!

The Government go on to claim they "were fully prepared to propose to Parliament the abolition of domestic rates if consultation had revealed broad-based support...". Humbled? If we have to wait for a consensus on such an important matter we are entitled to ask, "Where has leadership gone?"

And what about industrial rates anyway? Local income tax would be an entirely viable alternative to rates, needing only a computer and a programme for its introduction. Doesn't the Government have any computers? We do.

The White Paper simply will not do. It is the Government's job democratically to reform the 200-year-old rating system. It is not their job automatically to substitute their judgement for that of locally elected councillors.

Yours faithfully,  
HARRY WHITE, Chief Executive,  
Swale Borough Council,  
Council Offices,  
Central Avenue,  
Sittingbourne,  
Kent,  
September 21.

### Worker consultation

From the General Secretary of the International Metalworkers' Federation

Sir, I suppose it was a coincidence that, immediately preceding a report from 17 leading chairmen of European companies expressing justified concern about the gradual disintegration of the EEC (page 15, September 13), was a letter (page 13) from a British Conservative Euro MP arguing that what has happened since the EEC Vredeling directive was providing information to workers is a good thing.

To recall the arguments over the Vredeling directive, which was aimed at providing employees with increased information rights, would be tedious, but no one will deny that the combination of American and European multinational lobbying power, aided by right-wing Euro MPs such as Mr Spencer, has completely emasculated the original Vredeling proposal.

Now I happen to agree with the words of Mr Pehr Gyllenhammar, the chairman of Volvo, about the future disintegration of the EEC and the need for urgent steps to reverse this process. But while the European

institutions, under unremitting pressure from business interests, do all in their power to scupper initiatives aimed at social progress and ignore calls for action to combat unemployment and social efforts at making multinational companies operate under the same rules as national companies, who can blame the masses of West Europe's population, those in and out of work and their families, if they profess no interest in the future of the EEC?

The chairmen of ICI, Shell, Philips, Fiat and so on might ask themselves whether their idea of Europe is one which serves only the immediate profitability of their individual companies. If that is the case, and I fear on the evidence of their lobbying over Vredeling it is, then their noble words about European unity will always be confounded by their shortsighted actions.

Sincerely yours,  
HERMAN REBHAN,  
General Secretary,  
International Metalworkers' Federation,  
Route des Acacias 54 bis,  
Case postale 563,  
CH-1227 Geneva,  
Switzerland,  
September 16.

### Action on abortion

From Dr James Owen Drife

Sir, Ms Nankivell rightly points out (September 21) that the 28-week upper limit on legal termination of pregnancy is out of date and should be reduced, but her suggested limit of 14 weeks is based on a misunderstanding of amniocentesis that may have misled your readers.

Amniocentesis (drawing fluid from the womb) is done around the sixteenth week of pregnancy and is impossible at 12 weeks because the womb is too small. It is carried out to diagnose congenital abnormality, and with spina bifida an answer can be obtained within days of the test. However, in Down's syndrome and other chromosomal abnormalities analysis of the fluid takes about three weeks and termination cannot be carried out until the twentieth week of pregnancy, even if no technical or administrative delays occur. Faster methods of making these diagnoses are being examined, but are not yet reliable.

### Age of the train

From Mr Alan Etherington

Sir, As one of the earlier "Euston people" and also as one of the present "Liverpool Street people" referred to by Paul Jennings in his recent article, "A case of terminal ferrocuria" (September 10), I feel I must respond to some of the points he made. I write not as a victim of ferrocuria (the state of being ashamed of any suggestion of rail travel) but as an exponent of ferrogloria (the state of being proud of such a suggestion).

The great horizontal girders on the apparent Tower of Babel to be seen today at Liverpool Street station are merely the means whereby major repairs are being carried out to the roof of the Western Train Shed, which is to be retained and restored to its original noble glory, with its unsurpassed height unbroken.

Nevertheless some reduction in the legal limit is possible and desirable, but when abortion was last discussed in Parliament the debate was inconclusive and the status quo was left intact. Doctors have therefore been left with the ethical decisions about late abortion, and it is rarely performed close to the limit set by Parliament.

Recently it has been suggested in your columns (September 20) that ethical decisions in medicine should be made not by doctors but by laymen. Ms Nankivell's letter and Parliament's indecision both indicate to me that this suggestion is impracticable.

Yours faithfully,  
JAMES O. DRIFE,  
University of Leicester,  
School of Medicine,  
Gynaecology,  
Clinical Sciences Building,  
Leicester Royal Infirmary,  
PO Box 65,  
Leicester,  
September 23.

### Keeping quiet

From Mr Tom Chidley

Sir, At school our music master had a message which he would regularly blurt at his choir: "Don't cough, swallow".

Since the season of mists is all but upon us, as the British public remain as phlegmatic as ever, would it not be possible for the managers of our concert halls to have some notices drawn up?

Yours faithfully,  
TOM CHIDLEY,  
58 Ardley Road,  
Harrow Weald,  
Middlesex,  
September 20.

### Financing pensions in weak economy

From Mr Nigel Vinson and Mr Philip Chappell

Sir, Lord Byers (September 17) by implication criticises our proposals to give the option for personal and portable pensions - as the self-employed now have - to all.

We share his concern to protect what has been done for the welfare of pensioners, but it is indeed the very scale of the success of the measures for which Lord Byers was in part responsible that leads us to the present dilemma - the core issue of how to finance pensions in a weak economy with a growing demographic imbalance.

We do not suggest for one moment that existing pension arrangements have come about for anything but the best possible motives, and for some people these arrangements have proved highly satisfactory. However, for many more who, either optionally or through no fault of their own, have to change jobs the present arrangements are inequitable.

Our proposals did not start from trying to resolve the balance between leavers and stayers but rather because we perceived the lack of personal identification and involvement by the member in the wealth represented by the £120bn of pension fund assets. It happens to be a most timely and beneficial by-product of our proposals that they would, over a period, also solve the early leaver problem.

Unless we begin soon to make a progressive and gradual shift in the property rights to the capital represented by pension funds we shall finish, in as little as 20 years, with a society where virtually everything is owned by the institutions.

History shows that this is undesirable, and unnecessary, because the alternative of personalising that wealth must be so much better for the employee, the company and the nation at large.

We believe that nothing but

benefit would come from people closely relating to the wealth represented by their pension funds and realising how much value they and the company are accumulating together. An annual declaration of the employee's position, as is already given by a number of leading companies, could do nothing, but good, if only to moderate the excessive expectations of pensioners.

If eventually the rights of early leavers are made equal to those of long stayers then, in logic, if all are treated the same it would not be difficult to optionally administer each pension fund as a unit trust. This would bring all the motivational benefits of identification with that wealth - individuals are more likely to understand the process of wealth-creation if they own it.

There is nothing mandatory about our proposals; we seek no U-turns but rather progressive voluntary changes within the pensions industry. We hope for minor regulatory alterations to enable ex-employees to transfer their preserved pensions into an approved personal scheme and, indeed, pension administrators should be grateful to get rid of the obligation to track down and pay snippets of monthly pension to ex-employees who left the company some 30 years before.

Overall, our proposals give the chance to be more fair to those who, in our increasingly mobile times, might wish to have the option - the freedom to choose - to take their pension with them, as the self-employed can. What is more, they encourage the dissemination of ownership, that essential condition for a free and responsible society.

Yours etc,  
NIGEL VINSON,  
PHILIP CHAPPELL,  
Centre for Policy Studies,  
8 Wilfred Street, SW1,  
September 21.

### Trees and the landscape

From Dame Sylvia Crowe

Sir, Recent correspondence in your columns is a welcome proof of the current widespread concern for our landscape. This exchange of views is doubly encouraging because real and lasting gain to our environment can only be assured if there is dialogue and mutual understanding between all those concerned with the use of our land.

Damage to the landscape is usually the result of the blinkered pursuit of one particular interest, be it industry, transport, housing, agriculture or forestry, and our country suffers today from many examples of this over-specialisation. But Britain is also fortunate in having a rich legacy in both town and countryside where the prime land use has accommodated other values.

Most of the agricultural landscape, while efficiently fulfilling its prime role of food production, still gives pleasure to those who live in it and look at it, as well as providing the natural habitats without which the countryside would be lifeless. Similarly the majority of our forests combine timber production with conservation and are increasingly

being managed to this end and to provide recreation. Reservoirs now not only supply our water, but are major wildlife habitats and centres of recreation.

The wide advocacy of increased tree planting perhaps indicates that we are at last to reverse the centuries old deforestation of our land, but the most fruitful use of this renaissance requires careful thought, knowledge and imagination.

Large multi-purpose forests have their place, especially on our more degraded soils, but of even greater benefit to the land in general are the small woodlands and shelter belts in the countryside and, above all, the woodlands of our green belts and cities, giving untold pleasure to town dwellers and providing areas of great value in nature conservation.

Afforestation on derelict land is bringing new life and enjoyment to old industrial cities, such as Stoke-on-Trent, Warrington and now Liverpool. Let us hope that the plans for redeveloping London's Docklands will also take the opportunity to include, for the pleasure of Londoners, a new forest and water landscape.

Yours faithfully,  
SYLVIA CROWE,  
B/59 Ladbroke Grove, W11.

### Church membership

From the Rev Brother Martin, SSF

Sir, Mr P. A. Barter states, in his letter of September 17, that he is bewildered about declining membership of the Church of England, for he had previously understood that new translations of the Bible and modern services would attract more people into attending church.

He is, in fact, expressing a popular misconception, and one which has been repudiated several times by Canon R. C. D. Jasper, who was chairman of the commission which put the proposals before the General Synod which ultimately resulted in the publication of the *Alternative Service Book*.

Members of that commission knew sufficient about human nature to realize that unwilling people would not be persuaded into commitment to Christ merely through linguistic and liturgical changes.

Nevertheless, many of those who are so committed benefit enormously from the insights and freshness of the new services, and their justification (or otherwise) should be argued along these lines.

Yours faithfully,  
MARTIN,  
The Society of St Francis,  
St Francis House,  
15 Botolph Lane,  
Cambridge,  
September 19.

### Yachting facilities

From Mr Anthony Short

Sir, Mr Blackburn (September 21) misses the point of Mr Collard's letter (September 15). There is a severe lack of good moorings in Britain. The south coast is attracting many Continental sailors who appreciate our landscape and lifestyle.

Sailing in French waters with their massive tides one soon finds safe anchorages and non-drying moorings even in the smallest fishing villages, such as Granville, Perros or Lezardrieux. They offer greater safety, more flexibility in choice of passage, and increased tourist trade for the area.

The south coast urgently requires safe anchorages and wet berthing at all times at Swanage, Ventnor or Shanklin, Lyme Regis or West Bay and Bognor and Rye. Surely if Bucklers Hard can provide a marina these towns can follow suit and give shelter and sustenance to sailors.

Yours faithfully,  
ANTHONY SHORT,  
Barney Mow,  
Kirk Ireton,  
Derbyshire,  
September 23.

### Accidents abroad

From Mr Colin Trigger

Sir, The Rev Dr Bray (September 21) is quite correct to emphasise the need for all holidaymakers to be adequately insured against accidents, medical expenses, etc. However, it is difficult to imagine ABTA members being able to promote the value of such insurance in stronger terms than at present.

Every major tour operator offers in his brochure an inclusive, comprehensive policy with limits thought to be more than adequate for all contingencies. In addition, every retail travel agent is trained to recommend insurance to the client and indeed is able to offer a very attractive policy created to ABTA's own specifications. I understand that the majority of holidaymakers booking package holidays through ABTA members take out comprehensive insurance of one kind or another.

Compulsory insurance is not a feasible solution, for not only do we British value the right to make certain decisions for ourselves rather than to be obligated, but it is quite conceivable that the Office of Fair Trading would object to such a practice anyway.

Whilst accidents to holidaymakers are always a matter for concern, it is reasonable to expect that individuals themselves will also take responsibility for their own safety and behaviour abroad. The responsibility for offering satisfactory insurance is, in my opinion, quite adequately discharged today by the tour operator and/or travel agent involved, but I accept that those making their own arrangements are less likely to end up with the protection they deserve.

Yours faithfully,  
COLLIN TRIGGER, Chairman,  
Tour Operators' Council,  
Association of British Travel Agents,  
55-57 Newman Street, W1.

### Newspeak

From Miss Jean Crowcroft-Bull

Sir, I was somewhat surprised to read, under the headline, "A gik answer to learning English without text" (September 26) that this linguistic development is regarded as new.

I, and no doubt many other regular and sorely tried readers, was under the impression that this form of communication had been pioneered by the staff of *The Times* with the advent of high technology production methods.

I remain, Sir, your faithful but critical reader,  
JEAN CROWCROFT-BULL,  
Ling House,  
Dominion Street, EC2,  
September 26.







## Hopes fly high as the big boys pull out

by Arthur Reed

Britain's regional airports, the traditional loss-makers of the domestic aviation business, look set for a better future as the pattern of air travel within the United Kingdom changes radically.

Two major trends are already having an impact. Deregulatory policies of this and the previous Conservative Governments have resulted in a new generation of small airlines springing up, prepared to operate commuter services to towns and cities where none existed before. These airlines are also filling the vacuum left by British Airways as it has withdrawn from unprofitable routes as part of its retrenchment programme.

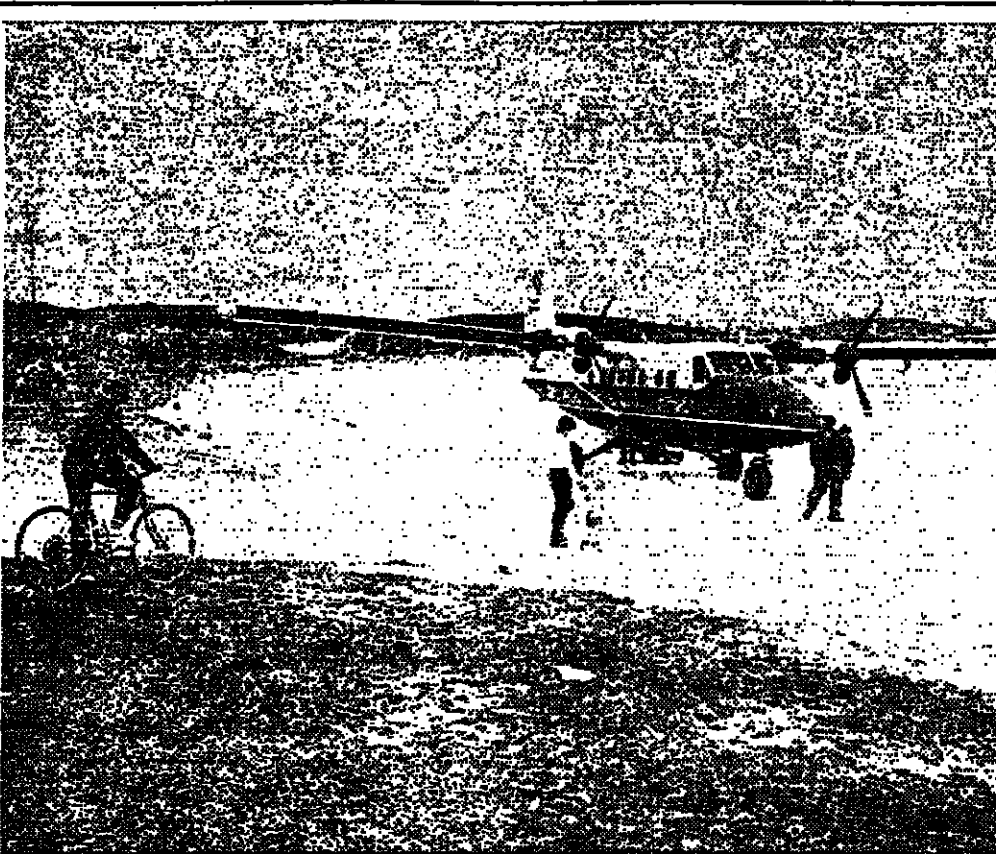
Secondly, the two main London airports, Heathrow and Gatwick, continue to move steadily towards saturation, and as the commuter airlines find it increasingly difficult to obtain take-off and landing "slots", they are inevitably looking to the regions to speed their needs.

Stansted, promoted by both Government and the British Airports Authority as the third London airport, lies virtually empty as the decision of the planning inspector who conducted the 18-month inquiry into its future is awaited. The outcome is of vital interest to the regions, for if a decision to develop it to take up to 15m passengers a year is made, their future growth could be stunted with such a large amount of additional capacity thrown onto the national market.

But if British Airways' hopes for a fifth terminal at Heathrow are realized, with some modest increase in capacity at Stansted, the scope for growth by the regional airports during the years to the end of the century should know no bounds.

Those who run the airports in the provinces are watching two other impending decisions closely. Government plans to "privatize" the British Airports Authority, possibly selling off its seven airports — three serving London, the remainder in Scotland — could also have a serious impact on their future growth.

The Civil Aviation Authority, which at present operates a number of smaller airports in the country, while providing air traffic control and other technical services at others, is also undergoing Government scrutiny. The result of this could conceiv-



From the big city to the beach: Manchester Airport with its terminal and runway, and the more casual approach at Barra Beach Airport, in Scotland

been running the operation at Exeter for Devon County Council, lost the contract when it came up for renewal and from next year British Airways International takes over.

About £3m has been spent on the airport in recent years; the runway lengthened and strengthened, a new radar system installed and passenger facilities improved. Although loan charges are high, it operates profitably and once again companies running inclusive tours on the continent are crucial to its business.

Air UK operates the important Exeter-Gatwick link and flights to the Channel Islands. Brymon operates from Exeter to the Shetlands.

Mr Bill Bryce, the chairman of Brymon Airways, is one of the best-known names in the west country and is becoming increasingly well-known throughout the

### Plymouth is a success story

country. His is not the first company to try their hand at Plymouth airport. Others have failed over the years but by constant improvements to the facilities, a keen eye for worthwhile routes and sheer persistence Mr Bryce has built a success story.

His airline became the tenant of Plymouth airport in 1974 and in 1980 purchased it on a 125 year lease from the City council. Mr Bryce called it "controlling our own destiny", but the takeover meant Brymon was the only airline in the country to own and operate its own airport. It also operates the civil airport at Newquay (alongside RAF St Mawgan) for Restormel council.

In 1972, the airline carried a mere 2,500 passengers. This year it expects the figure to be about 250,000 — about 150,000 of them on its scheduled services to the Shetlands, Channel Islands, Gatwick and Heathrow, Birmingham, Cork and Brittany. The remainder are carried on a contract with the Chevron Oil company linking Aberdeen with Unst, Britain's most northerly airport.

The airline uses two DHC Dash 7s for the Chevron contract and one more in Plymouth. The quiet aircraft with its STOL (short take off and landing) ability has been important to Brymon and earlier this year the company landed one in the heart of London's dockland, within sight of the City.

British Airways has operated a successful helicopter service from Exeter Airport Ltd., which has

announced a new scheduled service to Gatwick, starting in October. It makes Bristol the twenty-second British airport to link into Gatwick.

The charter tour business is the airport's bread and butter and 85 per cent of the 400,000 passengers using Cardiff this year were on tours. Even so, scheduled services are substantial (Dan Air is the major carrier). The airport is particularly pleased about its link with Schiphol (Amsterdam) for world-wide connections and now also boasts a Toronto service.

Ian Cran said: "I am very confident about the future. People are fed up having to go through Gatwick or Heathrow. They want to fly from their local airport."

Bristol airport, operated by Bristol City Council, has turned a £132,000 loss in 1980-81 into a £200,000 profit in 1982-83. The annual turnover is about £6m.

Mr Wilson, the manager, is in no doubt that the charter tour business has been a major success. Two-thirds of last year's total of 303,000 passengers were "tour" customers; the remaining one-third on scheduled service, mainly domestic.

He believes the airport is vital for a major industrial and commercial centre such as Bristol in spite of exceptional road rail connections with London. Now he is planning keenly for the future.

"Our objective is to be the number one airport of the south west and we will be pressing the Government for regional status. That would help us to put up development plans, get planning permission and raise finance if we wanted to develop further," he said.

In the meantime the airport has announced a new scheduled service to Gatwick, starting in October. It makes Bristol the twenty-second British airport to link into Gatwick.

Exeter Airport Ltd., which has

## Regional airports

chester International, with a new management team heavily oriented towards marketing, has been pursuing this path, and an indication of its success are regular jumbo flights of the Australian airline Qantas.

Run by two local authorities, Manchester International is the big success of the British regional airports scene, ploughing £5m profit back into the rates in the last financial year, but for many others the story is a far less happy one. According to the Chartered Institute of Public Finance and Accountancy, only nine of the 23 local-authority run airports were in surplus in the financial year 1981-82.

Overall, the municipal airports returned a profit of £2.1m for the year, but the bulk of this was contributed by four airports, Manchester, Birmingham, East Midlands, and Luton. CIPFA's forecast for 1983-84 is for an improvement, with a total surplus of £3.8m, although it now appears that only eight of the airports will be in surplus, and with losses in the case of Liverpool, and a total surplus of nearly £3m. Apart from Sumburgh, all eight Scottish airports run largely as social services by the Civil Aviation Authority are loss-makers, and the authority, under direction from Government, is trying to sell them off to the private sector. It is a trend which has already begun in the West Country, with Plymouth airport now owned and

operated by Brymon Airways, one of the commuter airlines which are opening up new air travel business for regional airports throughout the country.

One of the great problems which has always held back the development of airports in the British provinces has been local pride: airports are operated, often at a large cost to the local ratepayers, in areas where none could be justified, and in many cases in the geographical shadow of another vying for the same passenger and freight markets.

Questions have also been raised as to the wisdom of allowing local authorities to operate what are highly-technical businesses with large budgets, especially since these airports have to compete for a share of the rates with sewage, cemeteries, and playing fields. But although the decisions on buying new radars, or terminal and runway extensions, may be slow in coming from council committees, and although airports compete with each other each year for Government approval of major schemes, there is no evidence to suggest that safety standards are compromised.

The Civil Aviation Authority keeps a tight watch on technical standards at every airport, whether it be Manchester International, or Barra, where landings are on the beach, and there are professional companies such as International Aeradio ready to provide under contract technical

services, from running fire services to managing entire airports.

In the past, it had been suggested that there should be a central body controlling the development of regional airports on a national basis, and that the British Airports Authority should take on this role. It is a suggestion which never found favour with the BAA, as that body pursued its remit from Government to be profitable. Today, free enterprise policies are beginning to dominate both the airports and airline sectors of British aviation, and this should lead, in the long term, to a leaner industry, and a better deal for the public for which it caters.

### The West Take-off for the holiday tours

Mr Les Wilson has been the general manager of the Bristol airport for the last three crucial years in which a loss has been turned into a healthy profit. In spite of that success he believes

there are too many UK provincial airports and fears that as competition intensifies some will go to the wall.

Ian Cran, director of the Cardiff-Wales airport does not agree. He believes that no large centre of population can be without its own airport and is convinced of the role of local authorities in providing them. He also says the modern air traveller, businessman or holidaymaker, now expects such a local service.

Both airports, together with Exeter, owe much to the increasing desire of air travellers to fly abroad without having to waste a day going to Gatwick or Heathrow. So, for them, the growth of inclusive tour holidays by operators using regional airports has been a major boon.

All three of those airports are in the hands of local authorities, but the story of Plymouth airport is also that of Bill Bryce, an airlines entrepreneur still pushing his business from strength to strength.

The Cardiff-Wales airport has been owned and operated since 1974 by the three county councils of Glamorgan — mid, south and west. It is officially designated as the regional airport of South Wales and the South West.

In 1981-82 the councils were each called to contribute about £400,000 to the airport, but the figure is declining and the airport recovers about 90 per cent of its revenue costs.

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Continued on page 16



## REGIONAL AIRPORTS

# The North: ambitious plans, despite the 'honeypot' of the South

Designated in the 1978 White Paper on policy as an international gateway airport, Manchester International has wasted no time in setting out to live up to that accolade, and has emerged as the undisputed leader in the northern region of the country.

The region as a whole is well-served by local airports, with some of them too close together to make true economic sense. It was a problem that was identified by the 1978 White Paper as having particular relevance to Manchester and Liverpool, and to Newcastle and Teesside.

The document saw no reason why the future development of either Newcastle or Teesside should be inhibited, but classified the former as a B category regional airport, and the latter as a C. With Manchester as a category A airport, and Liverpool a C, it is inevitable that Liverpool should be heavily overshadowed, and continues to be a consistent loss-maker. But the local council owners appear determined to continue with it, and small airlines have been happy to move in recently when the larger carriers restricted their operations.

According to forecasts by the Chartered Institute of Public Finance and Accountancy (CIPFA) for 1983-84, Manchester handling 5.1 million passengers will have a surplus of £6.8m while Liverpool with 280,000 passengers will have a £2.9m deficit.

Newcastle is estimated to return a surplus of £1.1m, with 1.1 million passengers, and Teesside a £347,000 deficit with 339,000 passengers. All these airports serve communities that depend for their livelihood on large concentrations of commerce and industry, and their rate of future growth is inevitably bound up closely with the speed at which

these businesses emerge from the recession. The area as a whole is far enough away from the London air travel 'honeypot' to have an aviation life of its own, although high-speed train services and the motorway network, and the recently-improved British Airways shuttle to Manchester, with the promise of modern airlines such as the Boeing 757 replacing obsolete Tridents, makes it increasingly easy for passengers to use the services of the airports in the south.

## Big expansion plans going ahead

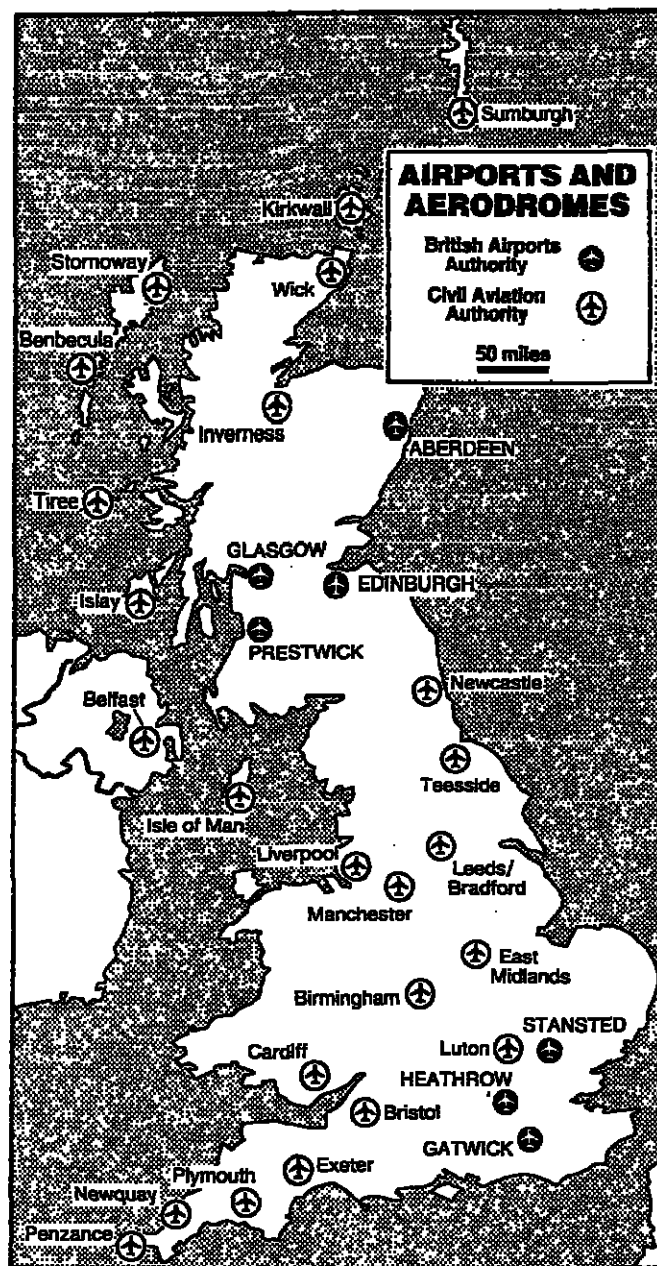
Almost without exception, the airports of the northern region have ambitious expansion plans. Humberside's opportunities were greatly enhanced with the opening in 1981 of the Humber bridge; this doubled overnight the airport's catchment area. CIPFA estimates that in 1983-84 the number of passengers using the airport will increase by 4.5 per cent over the previous year, although still only reaching 70,000, and that it will have a deficit of £468,000.

Leeds/Bradford, CIPFA forecasts, will, with 426,000 passengers, an increase of 2.4 per cent, return a loss of £100,000. This would be a surprising decline from the £1,049,000 operating surplus achieved in 1982-83 for the three authorities who operate it - West Yorkshire County Council, Leeds City Council and Bradford City Council. As part of a big expansion programme, the main runway is being lengthened to 2,250 metres, lighting and navigational aids are being improved, and the first phase of extending the terminal building will be completed by the end of 1984.

Blackpool will have a 25 per cent increase in passenger traffic to 72,000, but will still incur a deficit of £389,000, while Carlisle, by far the smallest municipal airport in the region, will deal with just 3,000 passengers, and will lose £112,000. In Belfast, an interesting recent development has been the opening up to commercial services by Short Brothers, the aerospace manufacturing company, of their own harbour airport in competition with the main international airport further from the centre of the city.

Manchester, which is controlled by an airport authority committee of 20, split equally between the two owning local authorities, the City Council, and the Greater Manchester Council, with Mr Gil Thompson, as its chief executive, is creating £100m in a development programme to accommodate an estimated 12 million passengers a year in the 1990s. A big item within this massive total has been the £22m cost of rebuilding and extending the runway to 10,000ft, and the installation of what the airport claims to be the most advanced runway lighting system in the world. The work was carried out over 18 months, largely at night, while flight operations continued. The runway is also fitted with a blind landing system up to category 3B standard, enabling operations in the foggiest weather.

Other large projects which have either been begun, or are planned, include extensions to the passenger terminal, enlargement of the tax-free and duty-free areas, extension of the aircraft parking area, a second terminal, and a loop into the airport from the inter-city railway line. The present passenger terminal has a capacity of 6.5 million passengers

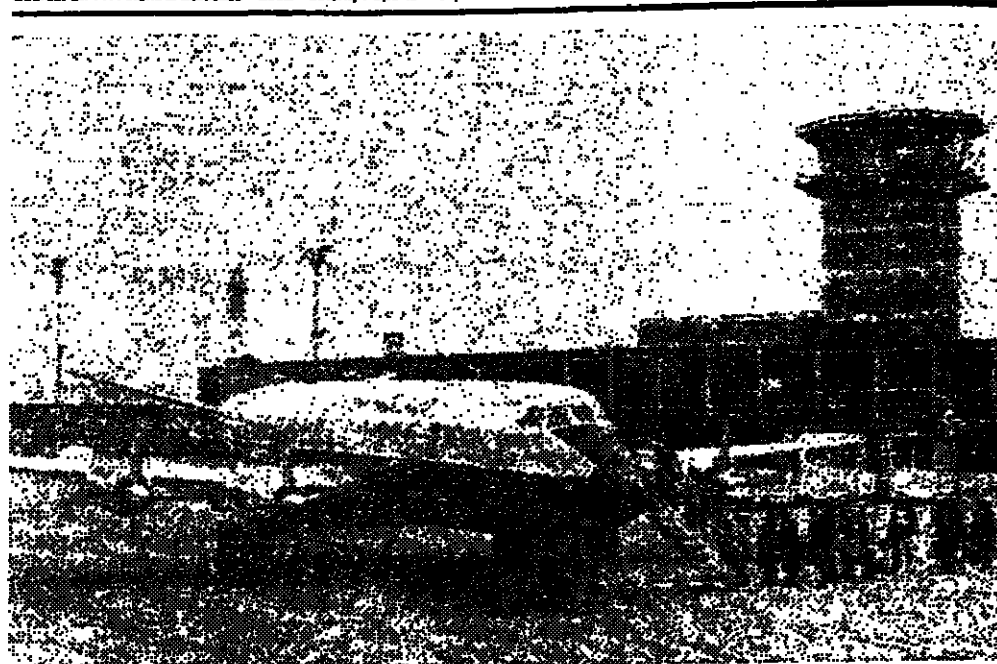


## OPERATIONAL COMPARISONS OF UK AIRPORTS

All Local Authority Airports with estimated operating income over £2 million in 1982/83

|                | Total Passengers (incl. Transit) | Expenditure | Income | Surplus as a proportion of income | Passengers per £100 of Expenditure |
|----------------|----------------------------------|-------------|--------|-----------------------------------|------------------------------------|
|                | 000s                             | £000        | £000   | %                                 |                                    |
| Manchester     | 5,007                            | 32,375      | 46,371 | 13,996                            | 30.2                               |
| Luton          | 1,830                            | 12,128      | 14,662 | 2,534                             | 17.3                               |
| Birmingham     | 1,540                            | 8,880       | 11,559 | 2,679                             | 24.9                               |
| Newcastle      | 1,055                            | 5,528       | 7,714  | 2,186                             | 28.3                               |
| East Midlands  | 762                              | 5,145       | 6,974  | 1,829                             | 26.2                               |
| Leeds/Bradford | 400                              | 1,815       | 2,592  | 777                               | 30.0                               |
| Bristol        | 345                              | 2,615       | 2,996  | 381                               | 12.7                               |
| Cardiff        | 330                              | 3,411       | 2,815  | -596                              | -17.5                              |
| Liverpool      | 314                              | 5,038       | 3,229  | -1,809                            | -36.0                              |
| Teesside       | 291                              | 2,639       | 2,341  | -298                              | -11.3                              |
| Average        |                                  |             |        | 21.6                              | 15.1                               |

Source: CIPFA Financial Statistics - Local Authority Airports 1982/83 Estimates.



Leeds/Bradford airport at Yeadon: the main runway is being lengthened and the terminal building extension will be completed by the end of 1984

## Luton, flying into profit

The airports of the Midlands and East Anglia continue to have a lively existence of their own, in spite of the development in recent years of greatly-improved surface links between the communities which they serve and the main London airports.

Luton is the biggest of the group, handling about 1.8m passengers a year, the vast majority of them on package holiday flights to the beaches of the Mediterranean, or winter sports slopes. Run by the Luton Borough Council, it is into the second phase of a £10m development plan largely concentrated on the terminal buildings. An air-conditioned departure lounge, part of a new arrivals hall, a covered arrivals area, and offices for customs and excise, immigration, and health staff have already been handed over by the builders as part of phase two.

According to forecasts by the Chartered Institute of Public Finance and Accountancy, Luton airport will make a profit of around £1m during the 1983-84 financial year, although as its fortunes are so closely tied up with those of the travel trade, which, in turn, can be seriously affected by recessionary forces, the outcome will remain in doubt until the last minute.

### First European Boeing 767 base

The airport will become, early in 1984, the base for the first European Boeing 767 wide-bodied airliners, Britannia Airways, the biggest British package-holiday airline, having chosen this type to augment its 737s.

Monarch, another British independent airline specializing in the 'bucket-and-spade' business, introduced the other new Boeing type, the 757, to Luton several months ago. But although its speciality is package holiday flights, Luton is also an important centre for business aviation, with McAlpine basing its fleet of over 20 British Aerospace 125 jets and other executive types there.

The M1 motorway which opens up Luton to the massive catchment areas of London and the Midlands also runs close to East Midlands, at Castle Donington, near Derby, an airport which handled around 900,000 passengers during the 1982-83 financial year and which, according to CIPFA forecasts, could approach the 1m mark during 1983-84. Like Luton, it is profitable, with a forecast surplus of £1.3m in the current financial year. Both scheduled and non-scheduled services operate from it.

The 1978 airports White Paper made the point that East Midlands, although further from the main centre of population in the Midlands than Birmingham, is well-sited in relation to the motorway network, and has an important industrial and commercial catchment area of its own. The airport inevitably view with Birmingham, and two advantages which it has over its neighbour are that it lends itself more readily to expansion, while fewer people in the surrounding area are affected by aircraft noise.

Birmingham, municipally-owned like East Midlands, boasts a much wider network of scheduled services, and is likely to

increase the number of passengers handled to 1.7m in 1983-84, compared with 1.6m last year. CIPFA estimates that it will return a profit of about £365,000 this year.

The airport suffers from the drawbacks of a restricted site, and has traditionally been the target for environmental protests from residents of the built-up areas to its north and west. On the other hand, it is superbly sited to serve the important concentration of industry and commerce in the West Midlands, which demands business connections with other parts of Britain and Europe, and to serve the holiday pursuits of one of the country's main concentrations of population. It is also in the centre of a web of motorways and main railway lines, and is close by the national exhibition centre.

The West Midlands County Council, its present owner, is seeking to break free of the restrictions of the airport site by developing an ambitious new terminal and associated works, including a driverless train system to link it to the exhibition centre and Birmingham international station. The train system chosen is MAGLEV, which uses a frictionless magnetic suspension instead of conventional wheels, and is driven along a guideway track elevated over roads and car parks by a linear induction motor.

Construction of the new terminal building began in 1981, and its design is planned to handle up to 3m passengers and 33,000 aircraft movements by 1990. One great advantage which it offers passengers compared with the original building, where they have to walk across the apron in all weathers to reach the aircraft, is a series of telescopic, covered ways which will link directly with the aircraft doors.

West Midlands CC expects the new development to create up to 2,500 new jobs by the late 1980s, to attract more commerce and industry to the area, and to extend the list of destinations. At present, some 30 are served by scheduled flights and 40 by charters. One interesting recent development is the start of operations by

Birmingham Executive Airways, flying Jetstream 31 turbo-prop on business routes into Europe dropped by British Airways during its recent severe retrenchment.

Norwich, jointly owned by the city council and the Norfolk County Council, is gaining traffic slowly as commuter services develop, and it becomes an increasingly important jumping-off point for Schiphol airport, Amsterdam, which promotes itself as 'the third London airport'. Air UK is a big operator through the airport, and has one of the biggest overhaul bases for Fokker aircraft there outside Holland. The airport handled some 172,000 passengers in 1982-83 and is forecast to increase this by five per cent to 180,000 during

the current financial year. According to CIPFA estimates, it will make a marginal surplus this year.

Southend, owned by the local borough council, has traditionally specialized in cross-Channel links, and is expected to handle 107,000 passengers this year, seven per cent up on 1982-83. CIPFA forecasts that it will lose £460,000 during the current year.

Like all the airports in the region, it lies under the shadow of Stansted. A decision to proceed with the development of that airport to take 15m passengers a year, as is wanted by the British Airports Authority, would have a significant impact on their long-term growth prospects.

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West Midlands County Council

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## A boom for tours

Continued from page 15

Penzance to the Scillies for many years and, in spite of this summer's Sikorsky crash, has provided a vital link between islands and mainland.

However, all is not well. A Department of Trade grant totalling £100,000 which was intended to keep the Scillies airport on St Mary's open for three years is almost gone. Mr Billy Mumford, the chairman of the island's council, has warned that about £125,000 a year is needed and negotiations are being conducted with the department to keep the airport open as a 'social service' for the islanders.

"If it closes," said Mr Mumford, "we would probably lose 50 per cent of our tourist trade and that would destroy the island's economy."

Guernsey subsidizes its airport without qualms. It handles 500,000 passengers a year and is far too important for the island's economy for its future ever to be in doubt, but the authorities there must look with considerable envy at Jersey where the airport handles an astonishing 1.45m passengers a year and produces a profit of over £300,000.

The airport was one of Jersey's undertakings which, in 1971, was designated to become a self-sufficient trading area. Costs and efficiency are constantly examined.

Craig Seton

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## Scotland:

# Oil has put Aberdeen's heliport among the world's busiest, busier even than Houston

The oil industry has transformed airports in northern Scotland. Aberdeen, which was transferred to the British Airports Authority in 1975 on the threshold of the North Sea boom, underwent a multi-million pound expansion. A new terminal capable of handling more than one million passengers a year was completed and the old terminal adapted to handle British Caledonian helicopters and North Scottish helicopters. With the existing British Airways and Bristow operations, the Aberdeen heliport now ranks among the busiest in the world, busier even than Houston, Texas.

Last year, the number of helicopter passengers increased by 40 per cent - more than twice the number of three years ago. Overall, Aberdeen handled a 7 per cent increase in passengers and made a trading profit of £591,000.

Oil and related industry has also been behind the growth of international traffic into Aberdeen in addition to the healthy level of domestic flights. Even though the oil industry has moved from busy development into the steady production phase, air traffic is likely to remain heavy into the next century.

Against that dramatic success story must be set the sad miscalculations at Sumburgh in the Shetlands where the civil Aviation Authority invested £30m in a new terminal to handle business at the beginning of the oil boom.

Sumburgh is no longer thronged with technicians and roustabouts transferring from fixed-wing aircraft to helicopter on their way to the oilfields in the East Shetland basin. Its business died with the introduction of more powerful helicopters able to fly from Aberdeen directly to the oil platforms and with the emergence of Scatsta airport near Sullom Voe in north Shetland as a centre for fixed-wing traffic.

Operators complained about the high landing charges Sumburgh levied to help pay for the new terminal. The figures of Sumburgh's decline make gloomy reading. The number of fixed-wing public aircraft using Sumburgh in June was nearly 50 per cent down from the previous year and helicopter traffic showed a similar contraction. Staff at the terminal have been reduced in numbers and all operations concentrated on the Wils Ness terminal, which is still far too large for the traffic.

### Unlikely to mothball the terminal

It is unlikely however that the CAA will cut its losses and mothball the splendid modern terminal. If it did so a £10.8m loan from the European Investment Bank would become immediately repayable. The CAA accounts for last year showed that income and profit fell by almost £2m at Sumburgh and the expectation for a heavy deficit.

The CAA has the most difficult job among the Scottish airport authorities since none of its eight airports, with the exception of Sumburgh, was in profit last year although in June the passenger returns showed a 7 per cent increase. Kirkwall in the Orkney Islands had a 26 per cent increase but there is concern in the Highlands about possible privatisation of CAA airports.

In central Scotland there is a superabundance of excellent airports, notably Glasgow and Edinburgh for European and domestic traffic and Prestwick for long-haul jets, principally to and from North America.

The British Airports Authority is determined to protect Prestwick's transatlantic flights, despite the objections in Edinburgh and Glasgow that more routes be opened to those cities. Last year Edinburgh handled 1.2 million passengers, a quarter million fewer than the airport was designed for, giving its boosters another argument why more overseas flights should land there.

Overseas visitors to the Edinburgh Festival consider it odd to land at Prestwick on the west coast of Scotland and travel by coach or train for more than an hour, passing two perfectly equipped international airports en route.

A BAA spokesman admitted that in a perfect world that Scotland would probably be best served by a central international

airport but the fact was that the social repercussions of Prestwick closing down were unthinkable and the waste of a major facility not economically acceptable. A number of initiatives were being taken to promote Prestwick as the main Scottish international airport and there is a heavy subsidy for feeder air services to Aberdeen and Belfast.

"Edinburgh and Glasgow were both developed separately and we have to make the best of what we have got," the BAA say. There was little sense in building a central Scottish airport now and duplicating facilities less than one hour apart at a cost of £50m. Apart from that, the landscape did not favour such a development. Much of the windswept high ground separating the two cities often has its head in the clouds. Instead, the BAA will continue to develop Prestwick cargo and passenger traffic.

Ronald Faux

## Islands:

# Going by air is a way of life

In the Orkneys people board an aircraft with less concern than they would climb into a car. Along the broad spread of islands the air link centred on Kirkwall and operated by Loganair acts as a lifeline, a constant reassurance and a convenient transport that reduces a sea voyage of several hours to a flight lasting a few minutes.

The Orkneys are perfect for such an operation, a fact that is immediately apparent when the twin-engine islander aircraft lifts its nose from the runway at Kirkwall and presents to passengers a panorama of the small islands to the north. They are largely flat, intensively farmed with fields that overlap their edges. The sea lanes dividing them are often wide and marked with the white froth of tide rips or submerged reefs. They are scattered so that the air routes to them run like the spokes of a bicycle wheel from the hub of Kirkwall.

The islands of Westray and Papa Westray are so close together that the flight between them is shorter than the length of Headrow's longest runway - it is claimed as the shortest scheduled flight in the world. The airport on the island of Eday, near the Bay of London, is on a narrow grass strip grazed by sheep.

The island aircraft hop low from island to island, slipping over the rooftops of the quiet, isolated communities to land on fields from which grazing animals have been temporarily cleared. An airport has a windsock shelter, fire appliance and white stones marking the runways to comply with licence regulations. One small Scottish airport rebelled at the cost of a conventional fire appliance and so manufactured one themselves. Someone said it looked like the dog in Dr Who and so the symbol K9 was painted on its side. The department inspector solemnly wrote "K9" in his book and the apparatus has served loyally ever since.

### A welcome from the islanders

In the Orkneys crofters and doctors, peripatetic teachers and midwives, stretcher cases and civil servants, bird watchers and veterinary surgeons and a host of others who are part of the quiet world of the islands all travel by air. Last year Loganair carried 17,000 people in the Orkneys alone. The service ensures a quick delivery of mail and a same-day delivery of cases to hospital.

A similar service operates in Shetland linking Tingwall with the largest outer islands. Other islands are served by charter flights paid for by the Shetland Islands Council including most of the Out Skerries where the

Loganair aircraft is welcomed by the 50 inhabitants who are saved an uncomfortable three-hour voyage by fishing boat or indirect ferry into Lerwick. In the Out Skerries the aircraft is also greeted on the short steep-sloped landing strip by screaming indignation from a thousand or more Arctic terns.

The air service in Shetland is less viable since the Shetland Islands Council developed a roll-on, roll-off ferry service as a road bridge between the mainland and the islands of Yell, Unst, Fetlar and Whalsay. Air travel saves time but is more expensive than the ferry, even though the Loganair operation in Shetland is underpinned by a council contract to provide pollution surveillance flights over the sea approaches to the Sullom Voe oil terminal.

Many oil industry related flights are centred on Scatsta near the oil terminal and with a lot of general traffic electing to go by road and ferry there is less chance for the inter-island service to break even. Even so the company's daily flight by Twin Otter from Tingwall to Edinburgh is extremely popular.

In the Western Isles, Loganair maintains a daily air link between Stornoway, Benbecula, and when the tide permits Barra on the southern tip of the island. The



Walking casually to a plane at Wick: there were more than 6,000 flights in and out during 1982/3

flight down the eastern coasts ranks surely as one of the most spectacular in Britain over the deeply seaworn shore and small outcropping islands.

At Barra the aircraft dips its wings towards the Cockle Strand, a stretch of flawless beach. The air

traffic controller there is supposed to tell pilots: "You can come down now, the water is only half way up the gulls' legs," but such unsentimental measurement of tidal conditions is firmly denied by the pilots who touch down on the beach in a cloud of salt spray.

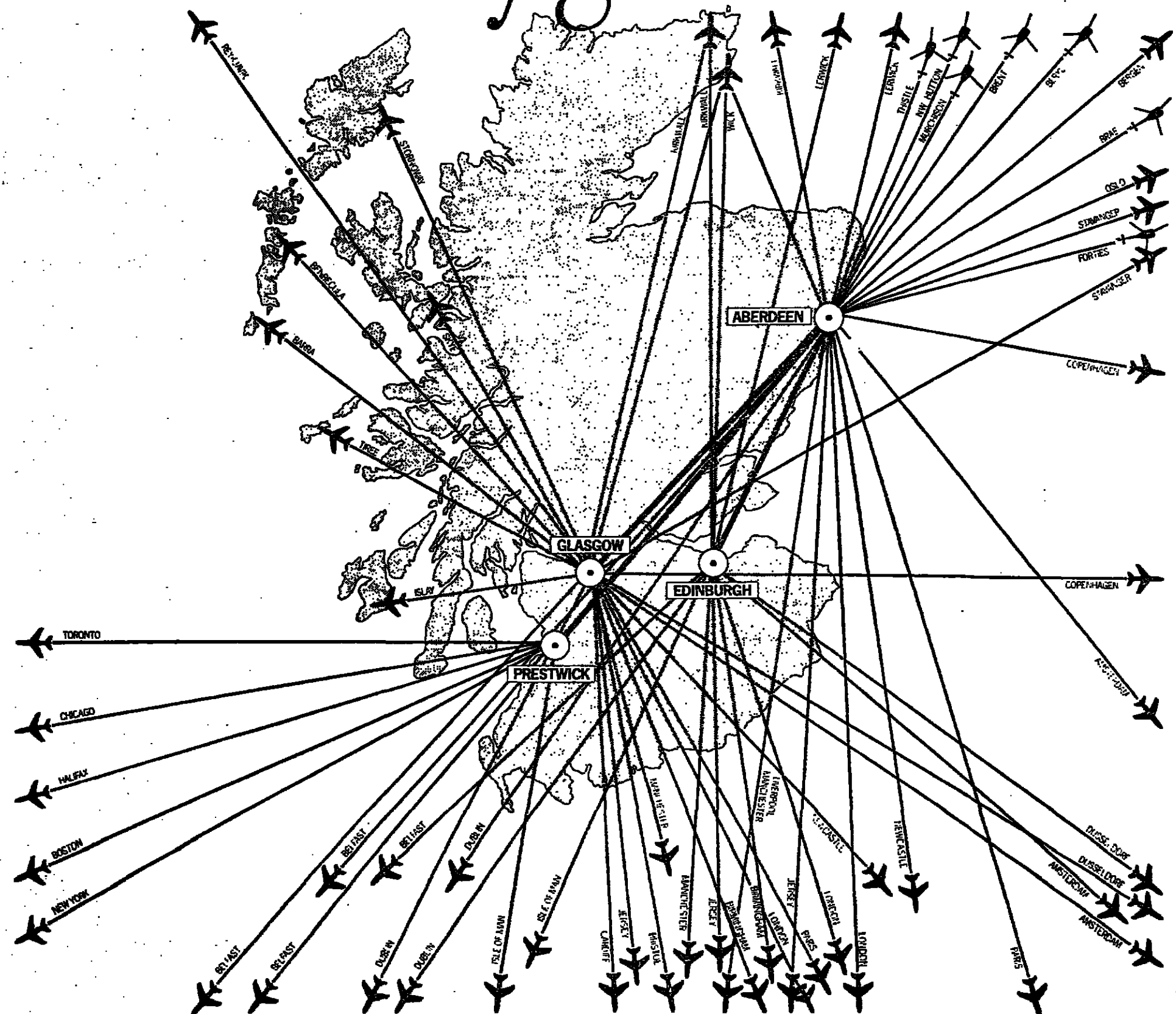
Four West Coast airports are operated by the Civil Aviation Authority. Stornoway, Benbecula, Tiree and Islay all showed a downward trend in activity last year because of the recession. Even so they are an important part of island life. It is the greatest

comfort for islanders to know that in an emergency they could be in a hospital bed sometimes faster than they could be on the mainland. The Air Ambulance service has just celebrated its fiftieth anniversary in Scotland during which time 20,000 casu-

alties have been flown to treatment. It is a sign of the increased use of the service and range of the aircraft that 10,000 of those casualties have been carried in the last ten years.

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## THE ARTS

Caroline Moorehead meets Shiva Naipaul, whose novel *A Hot Country* is published this week

## Earning experience to elevate into fiction

"Every day," reflects a character in Shiva Naipaul's new novel, *A Hot Country*, "I have to redefine myself." It is, admits Naipaul, himself talking. Trinidadian, a descendant of Hindus who migrated to the West Indies at the turn of the century, Naipaul returns often, both in conversation and writing, to the theme of belonging.

"I'm afflicted by that sense of unreality," he says. "I don't have a social station to fall back on. I'm an ambiguous person, a fluid sort of being. My life has been defined by three poles that don't meet: Trinidad, where I was born; India, which provided me with a religion and a name; and England. I exist in a very vulnerable relationship to all three." Being born in Trinidad, he adds, gave him a permanent feeling of being a minority.

Naipaul is now in his late thirties, a tall, somewhat corpulent man with round face and round glasses and the courteous, slightly grave manner of someone older. He gives an impression of self-sufficiency, of purposefulness. He has just moved from Maida Vale to a first-floor flat in Belsize Park in north London. Workmen are moving plugs and neat piles of books piled up against the walls. He is apologetic, a little uneasy as if the routine of things had been unpleasantly disrupted.

He came from Trinidad on a scholarship to Oxford in 1964, at the age of 18, the younger son in a family of five girls and two boys. The older son, Vidiadhar, better known as V. S. Naipaul, was already here and writing. Their father, who had worked on the *Trinidad Guardian* and written several short stories, had died when Shiva was seven. The younger boy was to read philosophy and psychology. "The going abroad was part of the ritual of growing-up. There was no question of doing anything else. I travelled by ship: the scene on the docks, the farewells, the gathering of the new suits. It was all part of the rite."

Friends who met him then recall a slender and timid young man shattered



Photograph of Shiva Naipaul by Suresh Karamda

by an incident in Notting Hill Gate when a lorry driver spat at him. "I arrived with adolescent rapture," he says. "Most of my notions were bookish. I remember being very afraid. The first night I stayed in a room in the British Council. I had never been in a room like that on my own. I felt hungry but I wondered how to use the restaurant. There was a lot of alarm in my excitement."

At Oxford he read Chinese; the behavioural psychology of the 1960s baffled him and he wanted "the cheap

thrill of trying to tackle Confucius in the original". It was a frivolous choice, not part of a grander scheme. Just before leaving university he began to write a story that turned two years later and after many metamorphoses into a warmly praised first novel, *Fireflies*. Meanwhile, he had married.

As we talk, the phone rings. It is his brother, "to console me for not being on the Booker Prize short list." (V.S. Naipaul won it a few years ago with *In a Free State*.) Both brothers made their

names as novelists; both travel and write about the places they see. Both are preoccupied with problems of identity, the confusing ties of culture and values; both write with irony and pessimism; both have collected an array of literary prizes.

The similarities are so enormous: Shiva felt overshadowed? (V.S. Naipaul is 13 years older.) "In no sense has it made it easier for me. But I have done what I wanted to. There is nothing else to be said." He laughs, to make the words sound less censorious.

After *Fireflies* and a second novel, *The Chip-Chat Gatherers*, Shiva Naipaul turned to non-fiction, although he insists that he regards both as one body of work, different only in that non-fiction "continues to perform the great service of widening and deepening my experiences" which later may or may not emerge in fiction. He is careful to distinguish his own writing from the "new journalism" of mainly American writers like Tom Wolfe, arguing that whereas Wolfe makes the narrator the central figure, creating situations in which to dramatize himself, he is more passive, more a subjective reporter of mood.

Handling the self, the seeing, experiencing "it" is one of the most difficult things a writer can do. The person isn't even or balanced; but then we don't live in an objective world. Naipaul talks as he writes, with often unusual choice of word, thoughts fluently marshalled into sequence. "One only gradually becomes a writer. You have to teach yourself with each book: there is no such thing as a writer's skill, neutrally deployed."

At the end of the year, Naipaul is going to Australia, to spend five or six months travelling, starting in South-East Asia, and with no clear idea of what kind of book will result. His wife and nine-year-old son, who goes to school in Hampstead, will stay in London. He has never wanted to go back to Trinidad and says there is nothing there to feed or keep him. "In many ways it would have been a kind of death to go back. London has room for the oddity I have become."

It was trying to live in the United States, however, first on the West Coast and later in Connecticut, that taught him that he did not want to live anywhere but England. "It's familiar," he says. "I'm accustomed to it. But I don't believe in life. I will go on living my peculiar life, always oblique to the larger society, in it but not of it. It's impossible for me to have roots. I don't know what soil to put them down in. But I don't search for them either. I'm not an activist."

## Television

## Time bravely spent

Some courage was involved in ITV's decision to show Brian Moser's trilogy *Frontier*, which follows the cocaine trail from the coca leaf plantations in Bolivia and Amazonia to its arrival in America where, despite government efforts, \$25 billion of the stuff is imported annually to be snuffed at smart parties and to offset the ennui of affluence.

Two hour-long films were shown last night and a third, followed by a profile of Mr Moser on Channel 4, will be shown tonight. That is three hours and 45 minutes, but time well spent, and more courage was needed from Mr Moser, who was shot at and threatened and whose crew endured many vicissitudes to bring this graphic story to the screen for Central.

We began last night in Colombia with a Mr Eliseo who runs a jungle laboratory where he processes the leaf. Despite primitive laboratory conditions, sporadic police raids and gun battles, he produces cocaine to a quality that made a scientist examining the result in prison conditions in Miami exclaim "You can't help wondering where he learnt his chemistry."

Mr Eliseo, who gathered rubber until it proved profitable, had earlier explained that poverty had been his incentive and that a few pesos for his old age his ambition. Dealers pay \$17 a gram in the jungle; they market it in America at \$400 on the streets.

In Colombia, coca is regarded as "food for the soul" and has been chewed for thousands of years as an insulation against the harshness of life. In Bolivia, where we were after the intrusion of *News at Ten*, tin miners have coca-leaves as we might have tea-break. Coca deadens the pangs of thirst and hunger and presumably compensates for working all day and not finding any tin, which means they do not get paid. "If it wasn't for coca we would be completely screwed up", explained one. But the price is going up for the miners as demand increases from the screwed-up of the western world and as the Bolivians, at the behest of the US, try to eradicate it.

The peasants who grow coca have no option. It is their sole income - "God gave us that leaf and no one can take it away". But the army is trying and the Indians are in the middle: poverty on one side, the army on the other. Mr Moser questioned the necessity of their plight as the medical effects of coca and even cocaine, he said, are still uncertain.

He tells a story well and his crew deserve medals. Tonight, those of us who are fixed will be in America, learning how cocaine is smuggled in and of its uses and abuses. Mr Moser will be returning to his questioning of whether the eradication of the drug at source can be justified.

Dennis Hackett

## London theatre

Gas and Candles  
Stratford East

An old couple with little but death to look forward to, nothing to eat and the power off, stage a hoaxed siege to get a bit of food and attention: that is the starting point for David Henry Wilson's sad-sounding little farce. They never saved a penny and the majestic Cinema they gave their working lives to (he as projectionist, she as usherette) has gone. "We did an honest day's work and look where it got us." That line must raise a round of applause some nights.

But, after beginning desolately with a tealess, sugarless, breadless breakfast (which younger members of the audience, clutching their second or third pints of the evening, found hilarious), the working-out is farcical. Having dialled 999 for the police, they have to impersonate IRA gunmen demanding the release of some Irish-sounding prisoner. So Frank opens the window a crack and requests the liberation of Daniel O'Connell and a chauffeur-driven getaway car in a deafening Scots accent.

It had me constantly thinking "pathetic" - sometimes in the kindly sense, sometimes not. Frank has been trying to commit suicide since 1939. After all those years in the cinema, their hoax is partly just their big acting

performance, with the whole country as audience. Radio news reports are really dramatic criticism: "The man seems to be a ditherer, the girl is cool and in command".

That goes for their relationship too. While Derek Francis's lumbering, gloomy Frank panics and pontificates, Doris Hare's Marlene is ever bright and resourceful, comforting and averting disaster. When the requested lunch is lowered in, delicious but probably tugged, she does a fair ad-lib: "I won't touch a drop of English food till Ireland is free". Frank's contribution is "And that goes for us Scots too, look you" in stage Welsh.

Most pathetically of all, they are not looking to the end. Fortunately the author is. Their inevitable surrender brings on an unexpectedly bullying, conceited police chief (Jim Dunk) to encounter Frank's angry indictment of a society that needs a drama to make an effort. That is no joke.

Philip Hedley's direction finds plenty of light and shade in the long duologues. They tax the players' memories, but Mr Francis's bitterness has a perfect foil in Miss Hare's mischievous zest, which never lets you forget how much she loves him and how well she knows how to show it.

Anthony Masters

Put It On Your Head  
Almeida

The Théâtre de Compiègne enjoys teasing its audience but, thankfully, without the aggressive tone so often involved in that word "participation". From the start, when toy crabs on elastic strings are dangled from the balcony on to people sitting below, the mood is playful and friendly.

The few members of the company, former students of the French mime artist Jacques Lecoq, use minimal props. An undulating length of rope becomes the edge of the sea, with a few carefully placed shells. The evening builds up into a Jacques Tati-like fantasy about behaviour on the beach.

A spinster tries to indulge in some modest sunbathing and struggles to remove her tights behind a deckchair, which collapses. A nervous, Bible-reading man removes his spectacles politely to avoid witnessing her embarrassment. Their sense of

decency is rudely shattered by a spiv who arrives with blaring stereophonic radio, and suggestively strips to his briefs.

The day on the beach becomes more fraught - buying an ice-cream becomes a grotesque nightmare, and eating it a form of torture. The shy man's offer of a cup of tea becomes laden with frenzied imaginings of hidden and disreputable motives.

The actors use a limited amount of dialogue in their sketches, but most of the attempts at communication between the luckless inhabitants of the beach are conducted in sounds and half-sentences. Annabel Arden, wearing Billy Bunter clothes, supplies the sound of the waves, and in one delightful scene becomes an out-of-order telephone box, malevolently rejecting attempts to feed her with coins. The evening is a beautifully constructed mixture of buffoonery and mime and, at one hour, ten minutes in length, avoids any danger of spinning the joke out too far.

Clare Colvin

## Pop music

## Not a flicker of creativeness

Tom Jones  
Albert Hall

In midnight blue matador jacket, an ivory silk dress shirt slashed to reveal a gold crucifix, dark trousers sprayed on to his withers and neat high-heeled boots, he presented himself as the archetypal Hollywood Mexican: the Coyotes Boy, come to reclaim his old *estancia* from the marauding Manlow Gang.

Ecstatic at the sight of her hero, who had been lured away and detained so long in a foreign land, the grateful peasants rushed forward in supplication, presenting him with embraces and keepsakes: flowers, handkerchiefs and a small native vegetable known as the *leek*, bound with red and green ribbons. Some of the

younger women, who could afford no special gift, revived an antique custom and laid their scanty nether garments at his feet.

It was as silly as that, and as unconvincing. On Monday Tom Jones returned to London with a show whose script might have been lifted entire in all its flat contrivance, from his television series of many years ago. It was as if his time in America had been spent in arrested animation.

Jones still has the big-boy voice but no imaginative use is made of it. Listening to his rote version of "The Green, Green Grass of Home", I wondered why he had not thought to try instead the song's young cousin, Bruce Springsteen's "Wreck on the Highway"; then, after that, Jackson Browne's "The Pretender" and even Tom Waits's "Jersey Girl". Instead we heard

"Danny Boy", "Delilah", "Who's New, Pussycat" and "I Who Have Nothing".

There was not the merest flicker of creative enthusiasm; but a balding retreat of the ballads-and-belters formula devised for him by Gordon Mills, his early mentor, in the middle 1960s, when he turned away from rock 'n' roll. The disco arrangement of "Fever", more Pontiac than Studio 54, represented the only concession to the tastes of the last 15 years; he seemed more comfortable with the raucous pseudo-soul travesties of Joe Tex's "Show Me" and Otis Redding's "I Can't Turn You Loose", which came in - like the show as a whole - direct from Las Vegas on autopilot.

Richard Williams

## London debuts

## Music that needs a little more help

If a Telemann cantata fails to make a sharp impression, one is often inclined to blame the composer; but in the Westminster Baroque Ensemble's performance of *Verlöscht, ihr Funken, der irdischen Liebe* he was not helped by Gill Ross's ill-projected German, nor by the occasionally fiasco continuo. Such music needs more lift, more enthusiastic championing than much other baroque music, just as the sentiments of the text (especially in the central recitative) need to be more pointedly expressed.

These qualities had been evident earlier in the concert, notably in Miss Ross's three Purcell songs, where her clear, piping soprano was a refreshing contrast to the less idiomatically secure German arias by Handel and to the jerky performance by Astair Ross of Handel's E major harpsichord suite, where his

extravagant rubato too often blunted the work's rhythmic pulse.

The special pleasure of the evening lay in Robin Cann's clearly articulated and controlled playing of a reproduction 1730s oboe, both in the Telemann and in three sonatas by Handel: here his mellow, fruity tone and crisp rhythms were attentively thrown into relief by Mr Ross's spirited harpsichord, and by Anthony Pilech's tasteful cello.

The Pasquier Trio made their greatest impact as a quartet, with the pianist Jean-Philippe Collard. But that is much less a reflection on the quality of their playing than on the two works they chose to play on their own. Ravel's fairly charming *Sonata* for Violin and Cello and Roussel's arid, contrapuntally austere *String Trio*. Nonetheless both works

revealed a finely blended ensemble, characterized by the firm, rounded tone of Régis Pasquier's violin, the rich resonance of Bruno Pasquier's viola and a warmth and whispering restraint in Roland Pidoux's cello that reminded me of Fournier.

The link with Fournier was further confirmed by the performance of Ravel's Second Piano Quartet, which in its tastefulness and easy flow, its passion and gloriously muted sounds, recalled the famous recording by Fournier, Thibaud, Vieux and Marguerite Long. If the ear was constantly attracted by the polished, pearly transference of Mr Collard's playing, this did not cloud the fact that the Pasquier Trio was constantly aware of the nuances of one another's playing and that it was gifted with an individual and collective emotional response to the music.

Geoffrey Norris

## Top awards for contemporary discs

The Philips recording of Tippett's Triple Concerto by György Pauk, Nobuko Imai, Ralph Kirshbaum and the LSO under Sir Colin Davis has been adjudged "record of the year" in the 1982-83 Gramophone Record Awards. It is the first time a concerto record has won the award, which has generally gone to an opera set.

Twentieth-century music is strongly represented among the

awards. Strauss's *Metamorphosen*, coupled with *Tod und Verklärung*, wins the orchestral section (Berlin PO/Karajan, DG). The opera award goes to Janáček's *The Cunning Little Vixen* (Vienna/Mackerras, Decca). Shostakovich's Fifth Symphony (Concertgebouw/Haitink, Decca) heads the engineering and production section. The historical (non-vocal) award goes to Bartók at

the Piano, Vol 1 (Hungariton). The prize in the contemporary class itself goes to Boulez's recording of his own *Pli selon pli* (Bryn-Julson/BBCSO; Erato/Conifer).

With the division of the early music awards into two historical sections, this area is also prominent. Sequences and Hymns by Hildegard of Bingen (Hyperion) takes the medieval and renaissance award, while that for baroque goes to Charpentier's *Acton* (Harmonia Mundi). The choral prize goes to Bach's B minor Mass (Rikkin; Nonesuch/Conifer) - a recording in which the choral parts are, in fact, sung by single voices.

The awards cover recordings issued during the period from January 1982 to May 1983.

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## Vigour and variety

*Le Tombeau resplendissant*, one of Messiaen's earliest substantial orchestral works, receives its British premiere (Barbican, February 18) during the 1983-84 season of the Young Musicians Symphony Orchestra, conducted by its artistic director, James Blair. An ambitious season, which varies from classical orchestral music in the Queen Elizabeth Hall to "classical greats" in the Albert Hall, is entirely sponsored by Unilever.

Two of the YMSO's Festival Hall concerts involve single large-scale works: Britten's *War Requiem* (March 5) and Mahler's Third Symphony (June 7). By contrast Ralph Holmes joins the YMSO (St John's, March 24) for the first public performance of Delius's Suite for violin and orchestra, and also appears as violin soloist, in Bax's *Phantasy*, in the same concert.

The season opens on October 17 with a programme of Elgar's music at the Barbican.

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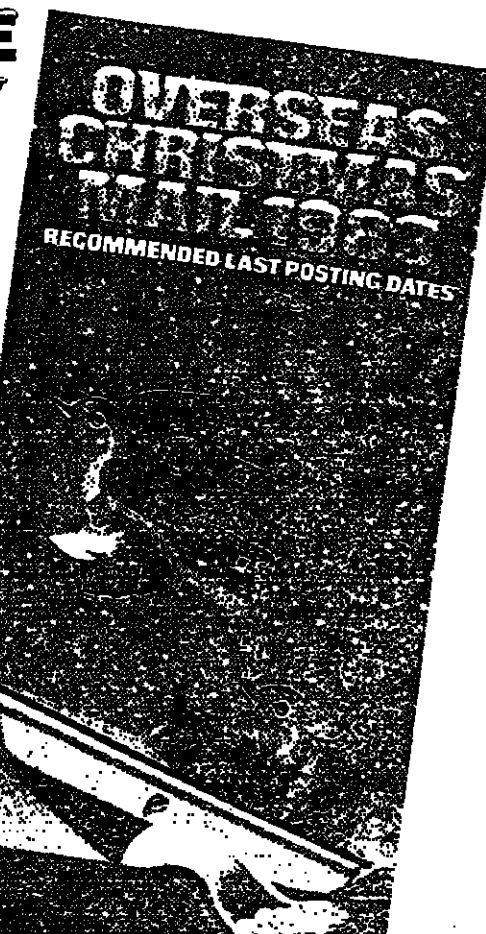
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## Investment and Finance

City Editor  
Anthony Hilton

THE TIMES

City Office  
200 Gray's Inn Road  
London WC1X 8EZ  
Telephone 01-837 1234

## STOCK EXCHANGES

FT Index: 694.0 down 8.5  
FT 100: 82.13 down 0.30  
FT All Share: 445.21 down 5.53  
Bargains: 21,349  
Datastream USM Leaders  
Index: 99.53 down 0.74  
New York Dow Jones  
Average (latest): 1246.85  
down 2.34  
Tokyo Nikkei Dow Jones  
Index: 9414.15 up 68.37  
Hongkong Hang Seng  
Index: 800.70 down 9.32  
Amsterdam: 154.5 down 0.2  
Sydney: AO Index: 718.8  
down 1.5  
Frankfurt Commerzbank  
Index: 940.70 down 0.20  
Brussels General Index  
98.83 down 0.06  
Paris: CAC Index: 139.2  
down 0.3  
Zurich: SKA General: 286.0  
down 0.3

## CURRENCIES

**LONDON CLOSE**  
Sterling: \$1.4975 down 65pts  
Index: 84.4 down 0.2  
DM: 3.9725  
FF: 12.0450 down 0.01  
Yen: 357 down 0.75  
Dollar:  
Index: 127.9 up 0.4  
DM: 2.6535  
**NEW YORK LATEST**  
Sterling: \$1.4985  
Dollar: DM 2.6490  
**INTERNATIONAL**  
ECU: 57.0885  
SDR: 702.148

## INTEREST RATES

**Domestic rates:**  
Bank base rate: 9%  
Finance houses base rate: 10%  
Discount market loans: week fixed 9%  
3 month interbank: 9%  
**Euro-currency rates:**  
3 month dollar: 9%  
3 month DM: 5%  
3 month FF: 14%  
**US rates:**  
Bank prime rate: 11.00  
Fed funds: 8%  
Treasury long bond: 10 1/4%  
104%  
**ECOD Fixed Rate Starting**  
Export Finance Scheme IV  
Average reference rate for  
interest period August 3 to  
September 6, 1983 inclusive:  
9.930 per cent.

## GOLD

**London fixed (per ounce):**  
am \$413.50 pm \$412.25  
close \$412.50 (\$275.50)  
New York latest: \$412.25  
Kruggerand (per coin):  
\$425-426.50 (\$284-285)  
Sovereigns (new):  
\$97-98 (\$64.75-65.50)  
"Excludes VAT"

## TODAY

Interim Associate Book  
Publishers, Aurora, Central  
Independent Television, DRG,  
Eastern Produce, Emess Light-  
ing, Cecil Gee, Manders Hold-  
ings, Moss Bros, Jame Neill  
Holdings, Riley Leisure, Tilbury  
Group, Wingate (Property In-  
vestments)  
Finale Ben Bailey Construc-  
tion, Home Farm Products,  
Lawrie Plantation Holdings,  
Mills & Allen International,  
Northern Industrial Improve-  
ment Trust.  
Economic statistics: Overseas  
Travel and Tourism (July).  
Quarterly analysis of bank  
advances (mid-Aug). Personal  
income, expenditure and sav-  
ing (second quarter). Industrial  
and commercial companies  
appropriation account (second  
quarter).

## ANNUAL MEETINGS

Aeronautical & General Instru-  
ments, Great Eastern Hotel,  
Liverpool Street, EC2 (noon).  
Amalgamated Distilled Pro-  
ducts, Savoy Hotel, Strand,  
WC2 (noon).  
Courts (Furnishers), The  
Grange, Central Road,  
Morden (11.00).  
Danae Inv Trust, 44 Blooms-  
bury Square, WC1 (12.30).  
Dennis (James H.), Trafford  
Park Road, Manchester  
(11.30).  
Diamond Stylus, Imperial  
Hotel, Llandudno (12.30).  
Nova (Jersey) Knit, Connaught  
Rooms, Great Queen Street,  
WC2 (11.00).  
Stasua Romana (British), 4  
Fore Street, EC2 (noon).  
Wagon Industrial Holdings,  
Plough & Harrow Hotel, Bir-  
mingham (11.00).

## NOTEBOOK

Combined English Stores has  
seen a £2.5m turnaround in its  
half-year results. The group is  
now pushing hard its two key  
High Street chains, Faintons  
and Salsbury's, and expects  
substantially better full-year  
figures.  
Investors' Notebook, page 21

## Report argues change would allow heavy cut in income tax

Abolition of pension reliefs could  
save £5.1 billion a year

By Graham Searjeant

The Chancellor could cut the standard rate of income tax possibly by as much as 12p in the pound from 30p to 20p by abolishing special tax reliefs, mainly on pensions, according to a radical new calculation by the Inland Revenue.

The new calculations, thought to have been ordered by Mr Nigel Lawson, Chancellor of the Exchequer, show that tax reliefs on pension contributions, investment and lump sum payments alone amount to £5.1 billion a year for occupational pension schemes for the current financial year.

This compares with a figure of only £1.1 billion for 1982-83 used in the Government's spending plans. Calculation of the equivalent tax cost of pension reliefs.

A further £390m was then quoted as the

tax cost of relief on self-employed pensions. On the previous basis, the 1983-84 cost of occupational pension reliefs would be £1.4 billion.

The Inland Revenue stresses that the new basis of calculation is not intended to provide a model for future pensions taxation. But it is certain to sharpen the argument both to abolish special income tax reliefs in order to reduce the standard rate of income tax or to remove the massive tax distortions between different forms of saving as recommended in the Wilson report on financial institutions and the private Meade report on personal taxation, which recommended that income tax be replaced by a spending tax.

It is also likely to act as a timely reminder to the pensions industry of the true value of the privileges under which they operate and put pressure on them to conform to the Government's desire for a

better deal for those who change jobs during their careers and are heavily penalized under the occupational pensions system.

The new calculations suggest that tax relief on employees' contributions, which are paid out of pretax income, will amount to £1.1 billion this year.

Relief on employers' contributions, which are not counted as pay in employees' hands, amounts to a further £1.1 billion.

Relief on the investment income of pension funds is estimated at £2.25 billion and the exemption of lump sum payments on retirement at £650m.

If all these reliefs were withdrawn, pensions would be subject to massive double taxation. The Revenue estimates that pensioners will pay £1.85 billion in income tax on pension payments this year.

This is probably an underestimate of the long-term balance between reliefs on pension contributions and investment on the one hand and taxation of pension payments on the other because of the huge growth of occupational pensions in the past generation and particularly since the 1975 Act.

At present, the Inland Revenue works on its traditional principle of symmetry, whereby pension contributions and investments receive tax relief whereas pension payments attract income tax, apart from lump sum disbursements on retirement.

## Inchcape disappoints City Bank lending shows modest increase

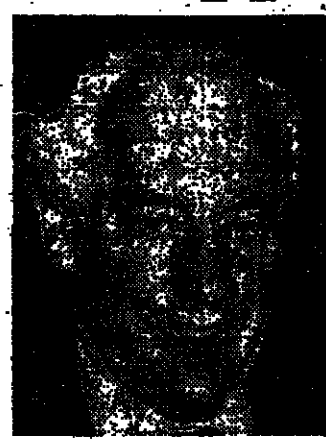
By Philip Robinson

**Inchcape**  
Half-year to 30.6.83  
Pretax profit £24.5m (£24.3m)  
Statutory earnings p.p.  
Turnover £838.6m (£834m)  
Net interest dividend 7.15p (7.15p)  
Share price 298-13p Yield 8 per cent  
Dividend payable

Hongkong's financial crisis yesterday brought doubts of an early profits recovery for Inchcape, the international trading group.

Inchcape, now headed by former Unilever chairman Sir David Orr, earns about 20 per cent of its pretax profit from Hongkong. The sharp fall in its currency and stock market have needed substantial government intervention.

The crisis has hit Inchcape in the middle of its second half. The company admits that the far East turned in lower profits during the first half to the end of June but points out that, for profit translations into sterling, it takes the rate ruling at the year end.



Orr: Hongkong crisis

rather than an average over the six months.

An Inchcape spokesman said last night: "The Hongkong dollar has some time to sort itself out before the end of this year."

For the six months to the end of June Inchcape's pretax profits were barely changed at £24.5m on

a turnover which rose from £834m to £839m. The profits are £1m better in sterling terms than would have been the case with exchange rates at December 31, 1982.

However, some analysts were expecting a pretax figure of £28m and the Inchcape shares fell 18p to one point before rallying to close 13p lower at 298p. Even at that price some analysts feel the shares are expensive.

Mr Michael Smith, analyst at the stockbroking firm Simon & Oates said: "I was expecting full year profits of £53m, but it could be nearer £50m. I would expect those looking for £57m to start revising down their forecasts."

In the year to last December, Inchcape reported pretax profits of £55.8m. Its performance since the record year in 1977 has been patchy.

Last summer Lord Inchcape, chairman for almost 25 years, announced he was retiring. Sir David took over this year.

## Puzzle over soccer club for sale

By Wayne Lister

An English League football club is for sale. The club was not named in City advertisements yesterday, merely that the directors were about to retire and were offering the club for £200,000 with agreed tax losses of £1m.

The club was disclosed as being in a "lower division". It is thought to be in the third, and also, - if it is to be attractive to City investors - to be situated in the south of England.

The news follows hints on the heels of Saturday's news that property developer Markes Estates has bought the Chelsea ground and intends redeveloping the site.

Most of the 48 clubs in the two lower divisions are in financial difficulty. However, Brentford, in London, emerged as the favourite to be putting itself up for sale because it is already controlled by a property developer, Mr Martin Lange.

However, he denied the possibility, saying that he is a fan and intends the ground to remain a stadium. He added that if there were land available in the proposed sale, "then it is the buy of the year at that price."

The second favourite was Orient in north London. But its managing director, Mr Brian Winston, also denied a sale and said that football's increasing relationship with the City would be disastrous for the clubs.

"The share price will be going up and down with the results. It will place tremendous pressure on a team."

The Football League said it was philosophic about the growing business/football relationship, but warned teams that a property development on part of a football club site could be done only once. Any subsequent poor performance and consequential fiscal troubles would not be helped by having a ground in hock to property developers.

It also warned potential investors of the antipathy of many thousands of local fans and local voters to new developments.

## Conran and Octopus to form book publishers

By Andrew Cornelius

**Octopus Publishing Group**  
Half-year to 30.6.81  
Pretax profit £2.2m (£1.8m)  
Statutory earnings 12.5p (12.2p)  
Turnover £12.5m (£12.2m)  
Net interest dividend 5p  
Share price 428p down 3p  
Dividend payable 31.10.83

Sir Terence Conran, chairman of Habitat Mothercare, has joined forces with Mr Paul Hamlyn, who launched the Octopus Publishing Group on the stock-market in April, to create a publishing company which will specialise in various aspects of modern living.

The new company, Conran Octopus, plans to launch its first titles before the end of next year and has to distribute them through Habitat Mothercare's 550 stores as well as the book trade.

Octopus and Habitat Mothercare have put £230,000 apiece into the 50-50 joint venture. The board meets for the first time today to decide which titles to launch next year.

The first titles from the company are likely to be an extension of Habitat Mothercare's successful range of books on home design, and cookery, although later titles for mothers and teaching books for children are planned.

Octopus Publishing Company also produced its first interim results since its stock market launch. Pretax profits, which were in line with expectations, reached £2.2m, against £1.8m at the comparable stage last year.

Turnover for the six months to June 30 was up from £12.4m to £12.5m. The board has recommended an interim dividend of 3p per share. This year, Octopus expects to publish 25 million books, against 22 million in 1982.

## Bank lending shows modest increase

By Peter Wilson-Smith, Banking Correspondent

The pace of bank lending accelerated in the three months to mid-August, according to new figures from the Bank of England, as industrial demand for credit recovered modestly and demand from the personal sector remained strong.

After slowing sharply to rise by only 1.25 per cent in the previous three months, bank lending to United Kingdom residents rose by 3.75 per cent or £3.25bn in the three months to mid-August. Seasonally-adjusted, lending to the private sector rose by £3.19bn.

Although demand for credit from the personal sector was still below the high levels seen last year, personal borrowing still accounted for over half the adjusted increase in lending and was 7.5 per cent up at £1.77bn during the period.

Lending for house-buying contributed £948m of the increase - but the Bank of England said the increase was probably seasonal and remained below the fast growth in 1982.

Lending to manufacturing industry increased by a modest £231m after the sharp fall in the previous quarter but the Bank of England says the amount outstanding is still 4 per cent lower than a year ago.

Bank lending to the public sector continued to decline during

the three months and the acceleration in lending to the private sector is broadly in line with recent indications of the trend.

However, in recent months the Bank of England has managed to offset much of the expansionary impact of money supply growth with the heavy sales of government stocks.

During the September banking months, for instance, the Government's aggressive funding programme is expected to more than offset the impact of bank lending still put at about £1bn a month. This has raised hopes that the September money supply figures could show monetary growth on an annualised basis back close to or even within the Government's target range of 7 to 11 per cent.

This has contributed to the widespread expectations of a cut in bank base rates from 9% per cent to 8 per cent soon. The Bank of England was still delaying the downward trend in interest rates yesterday by refusing to lower its intervention rates in money market dealings with the discount houses.

However, many believe that once the Bank has a firm indication of September money supply next week it will pave the way for lower interest rates.

## Telemetrix seeks quote

By Jonathan Clare

Telemetrix, the specialist maker of computer graphics display terminals, is to get a full quote on the Stock Exchange with a valuation of more than £37m.

The company, started in 1977 by three former Rascal employees, is forecast to make profits in the year to the end of June of £3.2m on a turnover of £12.1m - compared with profits of just £1.5m and a turnover of £5.5m last year.

The public will be offered over 5 million shares at 85p each. Most of the cash will come direct

to the company though the directors are also selling some shares.

Telemetrix opted for a conventional fixed price offer because its advisers judged that "the use of the market had hit its fill of tender offers." At the offer level the shares are valued on almost 25 times earnings but this reflects the growth potential for high technology companies.

The company makes equipment for linking computers to visual display units and graphics units for industry.

## Amex in £517m Alleghany deal

American Express has negotiated a new deal with Alleghany Corporation to buy its main asset, Investors Diversified Services (IDS), for about \$773m (£517m).

Last month American Express called off its takeover of IDS and other operations belonging to Alleghany.

The takeover was widely criticised by Wall Street analysts who said American Express was paying too much.

American Express is still paying well over the \$450m book value of IDS and the new agreement excluded MSL Industries, steel company owned by Alleghany.

About \$33m of the purchase price will be paid in cash and the rest by issuing 11.5 million American Express shares compared with the 23 million which would have been issued under the original deal.

## City Editor's Comment

## Struggling to meet a £275m shortfall

With the BP issue now safely out of the way, both the stock market and the Treasury are now turning their minds to what comes next.

The better than expected result of the BP tender means that Mr Lawson has now assured himself of another £542m towards his revised £1,250m asset-sale target for this financial year. To this must be added £293m from the second tranche of Britoil share payments last April, £80m for the imminent Wyth Farm disposal and, say £50m for odds and ends.

date, this seems extremely unlikely. How then will he fill the shortfall? There are options. He could, for example, go to another part of the oil industry for help, in the form of a sale of some more North Sea licences, as happened in one form or another last year and the year before.

But the simplest and most favoured stopgap measure appears to be another dip into the Government's burgeoning portfolio of minority shareholdings in companies that have already been partly privatized.

## Doubt

In order to reach the magic (though entirely artificial) figure of £1,250m, the Chancellor therefore needs another £275m. It could be less if there is some surprise lurking in the miscellaneous category of asset disposals. Clearly, nobody can say that the programme is not going according to plan.

The Chancellor still has the flotation to British Gas's offshore oil assets to come. The assets have already been hived off into a newly-formed company with the ringing name of "Enterprise Oil", and the plan is to float 100 per cent of the company on the stock market in the first half of 1984.

But there is considerable doubt - acknowledged even in some parts of the Treasury - whether the flotation can be completed before the end of the financial year, as assumed in last March's White Paper on public expenditure.

The fledgling company still needs a lot of work before it can be packaged into a marketable commodity, and the possibility of further North Sea tax changes in next spring's Budget could also complicate matters.

The intriguing question is what happens if the proceeds of the oil asset sale do not come through until the 1984/5 financial year? Will the Chancellor wash his hands of the missing £275m, sure in the knowledge that the cash will be coming through a few weeks later, albeit on the wrong side of the year-end?

Given Mr Lawson's character and record to

Of the likely candidates in this field, Cable & Wireless seems the only really feasible runner, if only because the others are either too recently denationalized (eg Britoil), too small to raise the required amount (eg Associated British Ports) or too fragile at the moment in stock market terms (eg British Aerospace).

Such a course would hardly make sense. The Chancellor would be laying himself open yet again to the charge that he is merely selling off capital assets to balance his books on revenue account. There is also the slight problem that at the time of the C & W flotation two years ago, the Government pledged itself to keep a majority stake in the company.

## Important

But this already appears to have been abandoned, as the Government's holding has slipped - apparently without protest - from 50 to 45 per cent as a result of C & W's share-plus-cash purchase of a stake in the Hongkong Telephone Company earlier this year.

We have argued in this space before that the Government should adopt a consistent and well-thought-out policy for handling its minority stakes in partly privatized companies. So far no clue has appeared.

But then it seems clear that sticking to notional asset sales targets - which have the priceless advantage of ranking as negative public expenditure - is regarded as more important for proving that the Treasury means business than for the intrinsic merits of particular fund-raising exercises.

## Swire Pacific Limited

Consolidated results for the six months ended  
30th June 1983 and 1982 interim dividends

Results In the first half of 1983, Swire Pacific Limited has achieved a profit improvement of 117% over the same period of 1982. The consolidated results for the six months ended 30th June 1983 - unaudited - were:

|  | Six months ended 30th June | Year ended 31st December |
|--|----------------------------|--------------------------|
|  | 1983                       | 1982                     |
|  | HK\$m                      | HK\$m                    |
| Turnover                                 | 4,529.7                    | 3,937.2                  |
| Operating profit                         | 805.1                      | 457.8                    |
| Interest charges - net                   | 145.2                      | 182.3                    |
| Net operating profit                     | 660.9                      | 275.5                    |
| Share of profits of associated companies | 26.7                       | 61.0                     |
| Profit before taxation                   | 687.6                      | 336.5                    |
| Taxation                                 | 102.3                      | 96.4                     |
| Profit after taxation                    | 585.3                      | 240.1                    |
| Minority interests                       | 150.2                      | 79.2                     |
| Profit attributable to shareholders      | 435.1                      | 200.9                    |
| Earnings per share:                      |                            |                          |
| 'A' shares                               | 121.2c                     | 57.2c                    |
| 'B' shares                               | 24.2c                      | 11.4c                    |
|  |                            | 1982                     |
|  | Interim                    | Final                    |
|  | 1983                       | 1982                     |
| Dividends per share:                     |                            |                          |
| 'A' shares                               | 31.0c                      | 24.0c                    |
| 'B' shares                               | 6.2c                       | 4.8c                     |
|  |                            | 1982                     |
|  | Interim                    | Final                    |
|  | 1983                       | 1982                     |
| Dividends per share:                     |                            |                          |
| 'A' shares                               | 31.0c                      | 24.0c                    |
| 'B' shares                               | 6.2c                       | 4.8c                     |

Interim dividends The directors of Swire Pacific Limited have today declared interim dividends for 1983 of 31.0c per 'A' share and 6.2c per 'B' share.

The interim dividends are payable on 22nd November 1983 to shareholders on the register at the close of business on 21st October 1983; the share registers will be closed from 10th October 1983 to 21st October 1983, both dates inclusive.

In accordance with Article 132(a) of the Company's Articles of Association, the directors have resolved that the interim dividends will be satisfied partly in the form of an issue of additional shares by way of scrip dividends and partly by minimum cash dividends of 1.0c per 'A' share and 0.2c per 'B' share, the minimum cash dividends being paid in order to ensure that the shares of the Company continue to be Authorised Investments for the purpose of the Trustee Ordinance of Hong Kong; but that shareholders will be given the option of receiving their interim dividends in cash in place of part or all of such scrip dividends. Full details of the scrip dividend procedures will be given in a circular which will accompany the complete Interim Report to be sent to shareholders on 3rd October 1983.

Prospects The results for the second half of 1983 should continue at satisfactory levels. Cathay Pacific Airways' strong operating results should be sustained and I am forecasting a year-end result for the airline substantially in excess of that achieved in 1982. In addition, the property markets in which the property division operates are expected to continue to show signs of improvement and a satisfactory contribution from that division should be achieved for the whole of 1983 against a background of difficult trading conditions. I do not expect Swire Pacific's profits for the whole of 1983 to show the same rate of increase as achieved in the first half year but I do expect them to be significantly higher than those for 1982, and the final dividends to be recommended for the year should be at least double the interim dividends.

Hong Kong, 23rd September 1983

D R Y Black  
Chairman

**Swire Pacific Limited**  
The Swire Group  
Swire House, Hong Kong

## World Bank chief pleads for more funds

## 'Time bomb' warning by Clausen

From Frances Williams

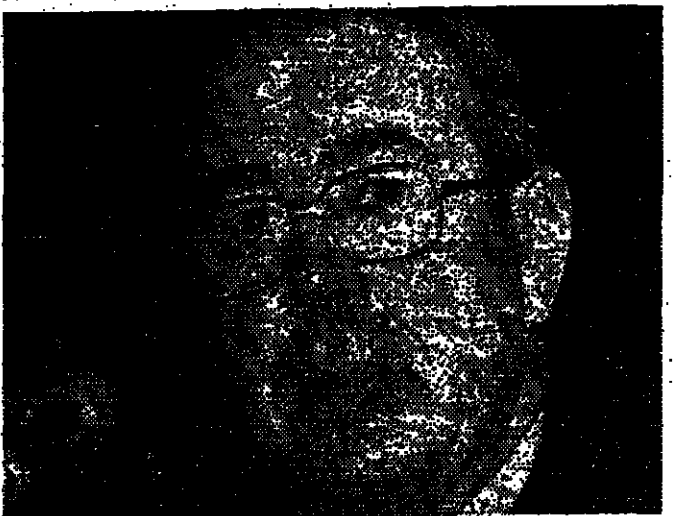
An impassioned plea for the rich countries of the world to step up the flow of financial resources to the poorest nations was launched yesterday by Mr A. W. "Tom" Clausen, President of the World Bank, in his address to ministers and bankers at the joint annual meeting of the bank and the International Monetary Fund.

"Without more official development aid, and increased flows for the World Bank and its soft loan arm, the International Development Association, many poor countries face deepening poverty which threatens world social and political stability," Mr Clausen said.

"The economic distress of the poorest nations is a time bomb ticking away. We delay defusing it at our peril," he said.

Mr Clausen's unusually forceful appeal followed several days of inconclusive discussions in which the problems of the poorest countries have been pushed into the background by wrangling over IMF finances.

The World Bank has been anxious to secure agreement to a selective capital increase so that it can raise its lending capacity and, more urgently, boost the funds available to IDA, which makes loans at low interest to the very



Clausen: "Social and political stability threatened"

poorest countries which cannot borrow on private capital markets.

But the US has blocked all progress by maintaining an implacably hardline stand, despite attempts by its western allies, including Britain, to induce it to shift.

The US has said that it is not prepared to increase its contribution to IDA when the seventh replenishment of funds is due to start next year, and wants it out-

Because "other countries' donations were tied to those of the US, this would mean funds for IDA of only \$9 billion over three years, compared with \$12 billion now, and the \$16 billion that officials believe is necessary to maintain present lending levels in real terms, given that China has become eligible for IDA borrowing.

Britain and other industrial countries believe that IDA funds should be substantially higher

than \$9 billion but the refusal of the US to budge has scuppered the talks in Washington at the weekend, and no agreement is now expected before next spring, though another meeting of IDA donors will be held in Paris in November.

The Americans are also being difficult over a selective capital increase for the World Bank, under which some countries (though not the United States) would increase their contributions and hence their voting shares, in line with new quotas agreed for the IMF.

The United States wants this to be the minimum necessary \$3 billion, but the World Bank and some developing countries have pressed for \$20 billion. But proposals for a compromise in the \$8 billion range, acceptable to Britain and other industrial countries, is being sought by bank officials.

Mr De Larosiere said that IMF programmes made adjustment easier by ensuring a continued flow of resources including the commercial banks. But to meet the demands on it, the IMF desperately needed more cash.







## APPOINTMENTS

## New chief for Union Discount

The Union Discount Company of London: Mr Roderick Balfour will be an executive director from next Monday. At the same time, he will resign his directorship of Jessel, Toynbee & Gillett.

Chase Manhattan Limited: Mr George Clark is to head the Eurobond trading activities.

Bank of London & South America (BOLSA) a subsidiary of Lloyds Bank International: Mr J W S Cook has joined the board on taking up his appointment as chief manager in Spain. He was previously principal manager, Lloyds Bank International, The Netherlands. Mr J A Field has been made executive vice-president, branch banking, Lloyds Bank California. On taking up his appointment he has resigned from the board of BOLSA. He was previously BOLSA's chief manager in Spain.

Flight Refuelling (Holdings): Mr Geoffrey Longbottom has become a director.

Clydesdale Bank: The bank which is a member of the Midland Bank Group, will make the following changes from the end of this week. Mr Robert Cruickshank, manager at Victoria office, will succeed Mr Ian Wallace as manager at Piccadilly Circus. Mr Wallace retires. To succeed Mr Cruickshank, Mr John Queen, senior assistant manager, chief London office, 20 Lombard Street, will take over as manager, Victoria office. Mr Robert Reid, manager, Peterhead branch will succeed Mr Queen as senior assistant manager, chief London office.

## INVESTORS' NOTEBOOK • edited by Michael Prest

## Triple jump for NEI foreign orders

Northern Engineering Industries Half-year to 30.6.83  
Pre-tax profit £20.1m (£18m)  
Stated earnings 5.52p (5.21p)  
Turnover £413m (£405m)  
Net interim dividend 1.55p (1.5p)  
Share price 91½ down 4½p  
Dividend payable 28.11.83

With poor prospects for recovery at home, Northern Engineering Industries has channelled its energies into winning orders overseas. In the half year to June 30, overseas orders have tripled and account for 60 per cent of the total group orderbook of £1.5bn, against 22 per cent a year ago.

The increase in the overseas operations has helped to offset the effects of the prolonged recession at home which still shows no signs of ending. The improvement overseas is reflected in the interim figures which show a 12 per cent increase in pre-tax profits to £20.1m, compared with the same stage last year. This was achieved on turnover 2 per cent higher at £413m.

Efforts to improve productivity continue, with a 10 per cent improvement during the six months and further benefits likely from rationalization of the group's businesses. Overseas orders were up by 100 per cent in the half year to June 30, compared with the same stage last year. This was achieved on turnover 2 per cent higher at £413m.

The board has indicated that the rationalization, which has involved 2,000 job losses in Britain and 1,000 overseas is almost complete. This leaves the group with 32,000 employees worldwide.

NEI benefited from the continuing strong workload from its

contracts for nuclear power stations at Heysham II and Torness. This work will continue for another three years at least.

In the meantime, NEI is hoping to conclude a deal with Babcock International and GEC to ensure that as much work as possible for PWR nuclear stations stays with PWR companies.

A proposal has been submitted to the Government which could lead to the joint development of generating equipment by these companies and a decision is expected shortly.

Overseas, NEI Africa performed strongly to increase its profits at the halfway stage. Extel is on target with its new range of telecommunications equipment in the US, but the rest of NEI's North American businesses still face difficult economic conditions, including the effect of adverse exchange rates on their exports.

Despite the growth overseas, NEI looks unlikely to meet market expectations of £40m pre-tax profits for the half, although the group should be capable of about £42m to £44m. This slight downturn in prospects helped knock the shares by 4½p to close at 91½.

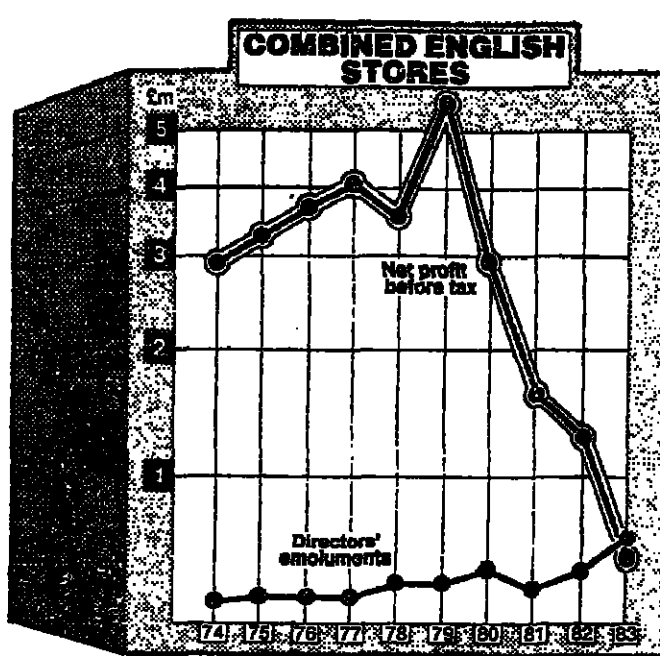
Mr Gordon says that the chain will be near break-even by the year-end against last times loss of £1.7m. Nevertheless, the first half loss of £800,000 was disappointing.

Mr Gordon says that the shops - are being opened after the success of the first four. Salisbury, the handbag chain, is being moved upmarket after a successful pilot revamping of 10 stores.

The interim dividend has been maintained, despite the savage cut in the final last year. This year's final profit will certainly be well above the 0.33p paid then, but one should not bank on a full restoration to the previously high payments.

With a good second-half, profits this year could be £4m against £1.75m.

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interested in the group's stores after it failed to buy the Richard Shop and John Collier chains. But Mr Gordon says that there have been no approaches.

## ICCH

These are happy days for the International Commodities Clearing House. The organization which clears and guarantees contracts on all London's commodity markets - except the prickly independent London Metal Exchange - and on several foreign markets will process £100,000m worth of business this year, and is now encouraging new contracts.

A study launched yesterday and instigated by the ICCH lists beef, pork, apples, timber, plywood and eggs as "likely" new contracts.

Today, the criteria for assessing the chances of these commodities exclude consideration of speculative interest. The splendid isolation of the LME ruled out consideration of metals, and financial instruments such as stock index contracts are the preserve of the London International Financial Futures Exchange.

The contract of 50 chilled carcasses a lot will probably start in March or April next year. Apples could follow - the humble Golden Delicious being the standard - and the ICCH is seeking to tie up business between the potato markets in London and Amsterdam and the new one due to open in Lille in April, 1984.

## US operations lift Brent Chemicals

By Andrew Cornelius

Brent Chemicals, the specialist company which supplies the automotive, food, brewing and aerospace industries, yesterday reported a 17 per cent increase in profits to £1.9m for the half-year to June 30, compared with the same period last year.

Sales over the period were up by 7 per cent to £27.7m and the board is recommending a same-amount interim dividend of 0.6p.

Much of the improvement in profits came from a turnaround in the US. Losses of £200,000 at the same stage last year have been turned into a modest trading profit at Brent and further progress is expected in the second half of the year.

There will be a further benefit from the closure of the Passol distribution business in France which was charged as an extraordinary item of £290,000 in the figures.

The merger of the Reddish Savilles businesses has also been completed with the costs of the merger fully written off last year.

The board has indicated that it is actively seeking to expand

## WALL STREET

| Stock       | Price  | Change | Stock            | Price  | Change |
|-------------|--------|--------|------------------|--------|--------|
| AMT Inc     | 25 1/2 | +      | Pub Ser 23 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 24 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 25 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 26 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 27 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 28 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 29 & Gas | 25 1/2 | +      |
| Amalgamated | 25 1/2 | +      | Pub Ser 30 & Gas | 25 1/2 | +      |
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| Amalgamated | 25 1/2 | +      | Pub Ser 50 & Gas | 25 1/2 | +      |

## COMPANY NEWS IN BRIEF

Broken Hill Proprietary  
First quarter to 31.3.83  
After tax profit £11.9m (£8.4m)  
Turnover \$A1,270m (\$A1,190m)

London and Continental Advertising  
Half-year to 30.6.83  
Pre-tax profit £208,000 (£205,000)  
Stated earnings 1.82p (0.63p)  
Turnover £1.3m (£1.1m)

Scottish and Newcastle Investment Trust  
Year to 31.3.83  
Pre-tax profit £268,000 (£271,000)  
Stated earnings 7.7p (6.9p)  
Net total dividend 7.7p (6.9p)  
dividend payable 2.11.83

Jenks and Cartell  
Half-year to 30.6.83  
Pre-tax profit £330,000 (£170,000)  
Stated earnings 3.3p (0.7p)  
Turnover £12.7m (£16.7m)  
Net interim dividend 1p

Watnoughs  
Half-year to 30.6.83  
Pre-tax profit £748,000 (£680,000)  
Stated earnings 8.96p (8.19p)  
Turnover £10.2m (£9.5m)  
Net interim dividend 1.7p (1.7p)

Amcliff Holdings  
Half-year to 30.6.83  
Trading profit £191,000 (£187,000)  
Turnover £2.5m (£2.5m)  
Net interim dividend 1.12p (1.12p)

Biddle Holdings  
Half-year to 30.6.83  
Pre-tax profit £354,000 (£1m)  
Stated earnings 6.8p (13.7p)  
Turnover £8.9m (£8.5m)  
Net interim dividend 2.4p (2.4p)

Ramer Textiles  
Year to 27.5.83  
Pre-tax profit £503,000 (£310,000)  
Stated earnings 2.75p (1.86p)  
Turnover £15.6m (£14.1m)  
Net total dividend 1p (0.625p)

IDC Group  
Half-year to 30.4.83  
Pre-tax profit £460,000 (£511,000)  
Stated earnings 7.5p (7.5p)  
Turnover £17.8m (£20.6m)  
Net interim dividend 1.81p (1.464p)

Tomlin Distillers  
Half-year to 30.6.83  
Pre-tax loss £822,000 (profit £181,000)  
Stated earnings (loss) 9.21p (1.94p)  
Turnover £5.1m (£3.9m)  
Net interim dividend nil

Barber & Dobson's half-time figures for the 28 weeks to July 17, 1983, of £273,000 are compared with £511,000 for the 40 weeks to December 31, 1982.

Booker McConnell's dividend for 1983 was maintained at 3.1p as its profits dropped in that year by £10m to £15m. The dividend was not cut from 12.5p but adjusted for increases in the share capital of the company.

## COMMODITIES

|                                     |  |             |               |                            |          |
|-------------------------------------|--|-------------|---------------|----------------------------|----------|
| LONDON COMMODITY PRICES             |  |             |               |                            |          |
| Rubber in 2 1/2 inch sheets         |  | Mar         | 282 75-290 00 | NICKEL                     | 31.80-85 |
| Coffee, mocha, washed in pounds per |  | Apr         | 281 00-283 00 | One Month                  | 32.60-36 |
| Cocoa, in 10 lb. bags               |  | May         | 280 00-240 00 | Three Months               | 32.20    |
| Gum of N. E. S. & per electric ton. |  | Vol. 2, 275 |               | Time Eastern.              |          |
| RUBBER                              |  |             |               | LONDON GOLD FUTURES MARKET |          |
| 100-48                              |  |             |               | in U.S. per oz.            |          |
| 750-48                              |  |             |               | 413.30-414.00              |          |
| 100-48                              |  |             |               | 412.30-420.00              |          |
| 100-48                              |  |             |               | 422.00-424.00              |          |
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In the second of our series, John Lawless looks at Britain's fight to tap the £30bn world telephone market

## Turning point to success for System X

There are two legends about the worldwide telecommunications industry.

The first concerns a Kansas City undertaker who was so fed up with calls being directed to a competitor's funeral parlour - by the competitor's wife who worked at the local telephone exchange - that he invented the world's first automatic call-switching device.

The other is that after more than 15 years of development, by 1,000 engineers and at a cost of £275m, Britain's third generation electronic telephone network, System X, is a commercial failure.

The first is true - and Mr Almon B. Strowger's anti-body snatching equipment is, more than 80 years on, still used in 4,202 of Britain's 6,598 local exchanges.

The second is not. Proof, however, will have to wait. By the exporter's harsh creed, "the only success is an order that is signed, sealed, delivered and paid for".

British Telecom can talk for days about the amazing benefits of the digital national network it has begun to install, with initial equipment orders of £150m to be added to twice a year.

By 1986, 30 main centres will be linked by digital transmission, with 80 trunk exchanges in place two years later. The City of London will be the first to be blessed with the many, and often business-applicable, add-on services under a pilot scheme next year.

But the only thing the manufacturers, Plessey and GEC, cannot add is the name of their first important overseas buyer of System X.

That moment, though, may come in as little as two weeks' time.

The manufacturers refuse to be drawn about their immediate sales prospects. The industry, however, is buzzing with the sort of noises which digital systems are

supposed to eliminate. A Middle East customer, it is said, is close to a decision.

The excitement of business insiders is more easily understood if they are likened to zoo-keepers awaiting the birth of an animal which has managed to combine the rarity of the panda with the pregnancy of an elephant: orders for digital networks have been few, and follow tendering periods of up to three years.

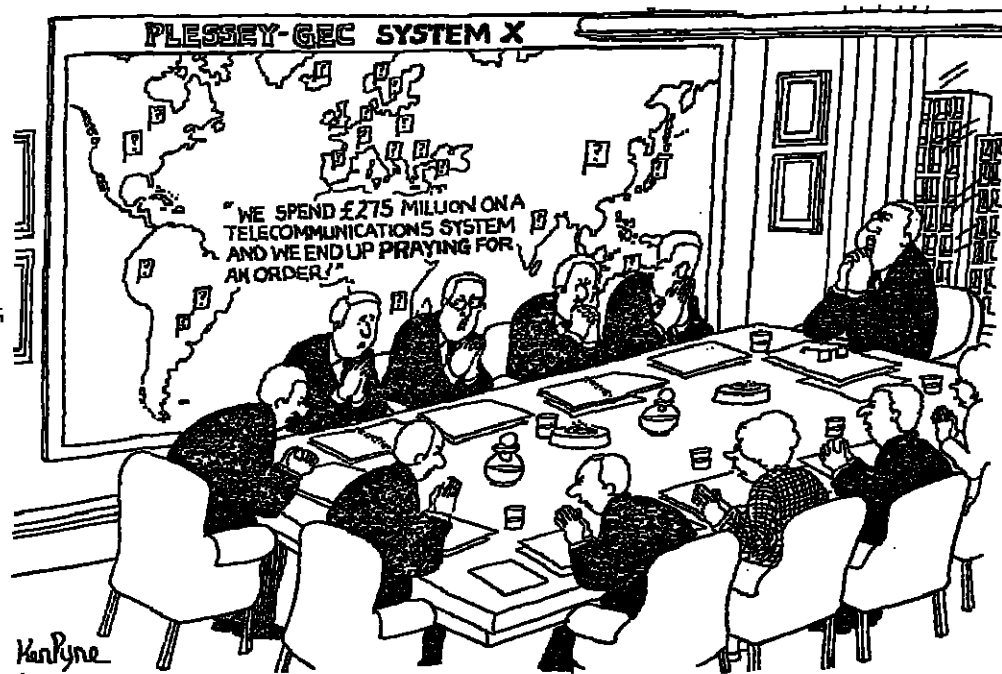
Whether System X gets the next order or not, the noticeable thing about senior management in the companies involved is that they are not chewing crossed fingers. They maintain that, within a very short period, their chances of success will improve dramatically.

System X was developed jointly by British Telecom, Plessey, GEC and Standard Telephones, which later dropped out a year ago, development collaboration ended, leaving the two manufacturers as rivals not only for BT's business, but to grab a share for Britain of a highly competitive £30bn a year market to bring the world into the new telephone-based electronic age.

The heart of this competition is in countries which do not have their own manufacturers.

The frustration in the System X camp is not so much over the "no sales" talks as over the tantalising dream of success. "There are 400 million telephones in the world," says Mr Eric Clark, chief executive of Plessey Communications. "The orders placed so far for systems which can compete with System X amount to six or seven million. That means there is more than 98 per cent of today's market still to go - and it is growing and growing."

The two deals for which System X has been short-listed during the recent past, in China and India, carried demands that the system must offer operational evidence



of a working 5,000 line exchange.

British Telecom has so far installed 3,500 lines, but will have reached the magic 5,000 mark by next spring. Thus, one of the most important reasons why competitors have won so far is simple: product availability.

Most have got there, British telecommunications specialists insist, by taking a different route: mostly by developing less advanced and not fully digitalized systems, using that technique for transmission, but adapting analog exchange equipment to work on computer controls.

That suggests that System X is technologically ahead, but its producers acknowledge that the opposition is scurrying to catch up. How long System X will, therefore, be able to claim an edge, even when it has demon-

strable product availability, is anyone's guess.

The other view must be that, with BT paying development costs to produce a system for the advanced British market, it was not compatible with the needs of Third World buyers, who have been most often, identified as its best potential customers. It is repeatedly accused of being late.

"It would have been nice had it been earlier," Mr Richard Reynolds, GEC Telecommunications managing director, says, "given the demand that has now emerged. Everybody knew that the world was going to go digital, but you would have to be a genius to assess the exact point when it becomes economically viable for a country to buy."

"System X is not a can of beans. Telecommunications is what we are selling, not a one-off

product, and it demands a co-ordinated effort to create an environment in which the customer wants to buy."

But what about the double-edged adjective that is regularly used? "This Concorde thing is rubbish," said a renownedly-mild Mr John Alvey, BT's engineer-in-chief.

"We could not have achieved the same thing by going out to international tender. There is nothing better than System X, and every technical decision that was taken throughout the development phase was made with the needs of world markets very much in mind."

Yet every time a digital system is offered to a customer, the need to tailor it to individual requirements is still immense. "The technical documents involved in our Indian bid stacked into

volumes this long," explains Mr Reynolds, stretching his hands far apart, like the fisherman-with-the-one-that-got-away.

The reason why two orders slipped away to France with one for a £150m factory, contains many of the elements of what Mr Clark describes as "the reality of selling" in today's highly-competitive world markets.

Everyone in the industry had heard that CIT-Alcatel was never really in the bidding. It was certainly not in the last three at the technical evaluation stage.

Telephone calls from M. Mitterrand the French President, to Mrs Indira Gandhi have been rumoured and as one European trade official, who was closely involved, observes: "India bought a digital telecommunications system at the same time as it served up a package for jet fighters and nuclear collaboration - and that was no coincidence."

The fact that India had always said that it wanted two technologies, to ensure that it did not become dependent on one supplier, increased the pain of the second French order - but left the belief that the market has not been closed.

Messrs Clark, Reynolds and Alvey accompanied Mr Kenneth Baker, the Industry and Information Technology Minister, to India last month, to talk about a range of telecommunications proposals. "We have an on-going dialogue with India," says Mr Reynolds.

China was much heart-warmer for the British. "We could have sold there had System X been up and running in significant quantities in Britain, says Mr Clark emphatically.

The order, for just \$11m, went to L M Ericsson, of Sweden, for an exchange in Guangdong - a province with an urgent need to build up its communications, having soaked up hundreds of the foreign joint venture factories.

"They were looking for evidence of a 5,000-line, fully-digitalized exchange in operation," adds Mr Clark. "The fact that they hesitated for at least a year was a measure of the want-factor they had for System X technology."

In the end, industry sources believe, they paid at least 25 per cent more than the System X price.

Tomorrow:  
Davy Corporation

### Financial notes

## Why forfeit notes are big business

One of the main problems to emerge from the international debt crisis has been how leading manufacturers can continue exporting to those countries with little or no hard currency or a poor credit rating.

Ironically, solving these problems has fallen upon those trade financing sectors of the same banks whose international loan departments are battling to sort out the massive rescheduling game now being played.

The age-old barter system has assumed new significance while a "revival" of growth is taking place in counter-purchasing deals and a little known loan-paper market called a forfeit, or forfeiture note.

Forfeit notes came into prominence as a trade tool in the late 1960s through West Germany's trade with the Eastern block. Vienna became the primary market, while Switzerland and London have since become prominent.

The international debt crisis has pushed this form of trade financing to the fore and over the last two years the market in the paper has virtually doubled to an estimated £3,000m a year.

Midland Bank recently established Midland Aral, to specialize in the sector, where its spokesman, Mr Ian Guild, said: "Every penny advanced is for trade. It takes us away from syndicated loans where the funds seem to drop into one big bottomless hole."

He pointed out that in the current round of rescheduling, forfeiture notes are being repaid and are not included in any deferment - even by countries like Brazil, Mexico, Argentina and Poland.

Mr Nigel Hudson is general manager of the London branch of Creditanstalt, Austria's biggest company and biggest bank, which handles 40 per cent of Austria's export financing.

He says: "There is a big difference in a country allowing a default on a note covering the import of goods supporting a basic industry than allowing a default on an internationally syndicated loan."

A forfeit note is basically a promissory note issued by an importer who spreads his payment over several years - usually between three and five

years - and includes in that note an interest payment. A central bank will guarantee it, so there are legally enforceable rights. The note is then sold by the exporter to its bank which pays the debt, minus the interest. The note is then discounted and sold into a secondary market, with a hard currency backing, where investors will ride the yield curve. The investor, however, has no recourse to the bank from whom he bought the note, so the investor carries the country-default risk.

According to Mr Hudson, it is an easy tool to use and pays the exporter much more quickly than, say, the Export Credit Guarantee Department.

For those countries where even that form of note is not accepted, barter and counter-purchasing are growing as trade financing tools.

A recent export of British chemicals to Indonesia was paid for by the proceeds from the European sale of Indonesian wood. All well and good, if a country has domestically produced commodities to trade.

For Third World countries, where even their commodities, if any, have limited attractions, the counter-purchasing system has taken on new significance.

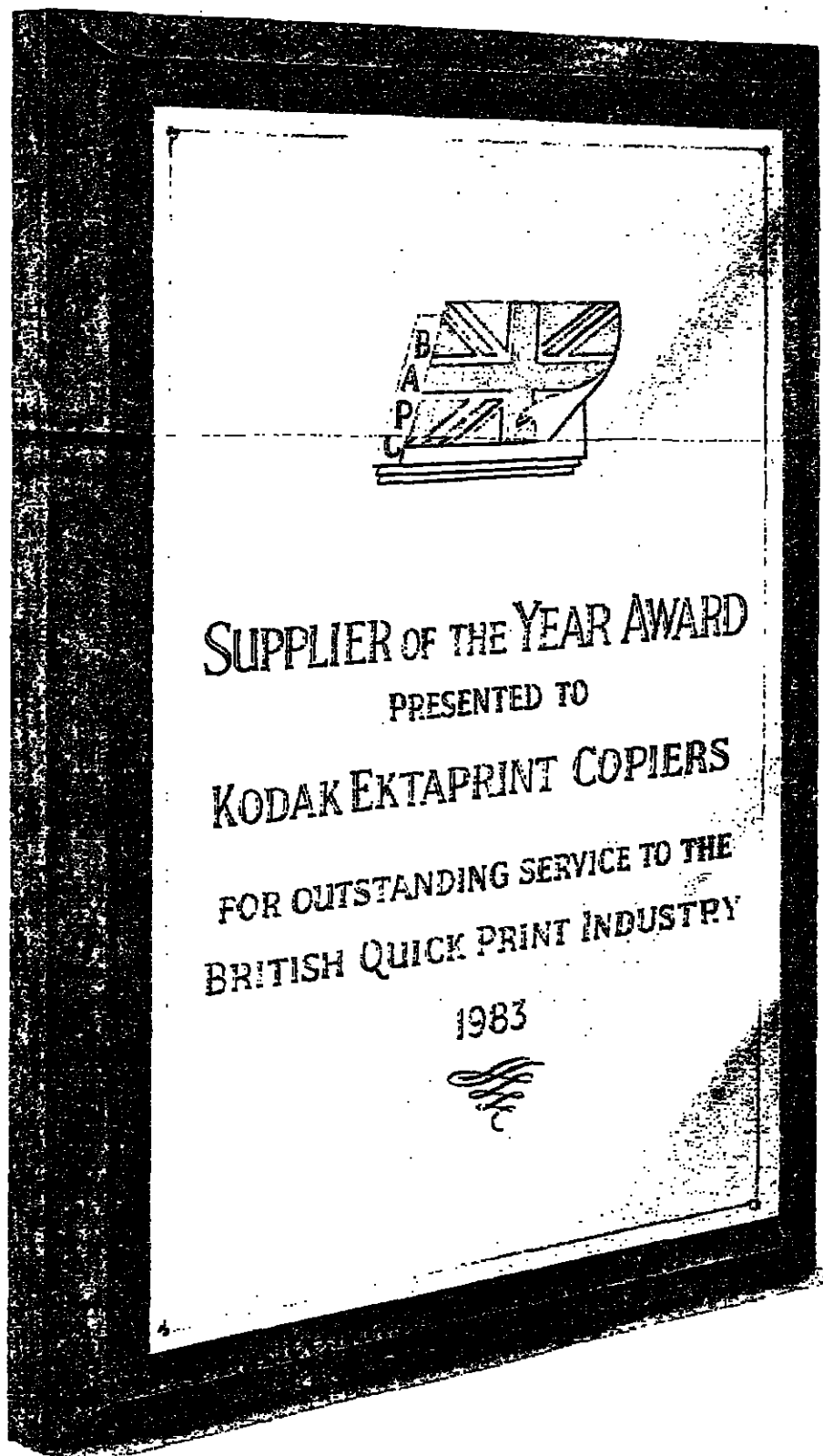
This involves a specialized company - Creditanstalt's is AWI, a London-based subsidiary that deals with Britain's accepting houses and America's big banks like Chase Manhattan - acting as a middle-man for the exchange of goods.

This system satisfies those exporters which cannot or do not want to find a market for goods offered in exchange. The goods do not have to be internally produced. They can be left over from another, entirely different transaction.

For instance, AWI sold Jamaican aluminium to pay for the import of a large order of Land Rovers. AWI's job is to sell the goods and work out a price with the exporter.

"All the systems show tremendous growth," Mr Hudson added. "But they do not counter risks. If you know what you are doing, however, they can certainly be less risky than a straight bank loan."

Wayne Lintott



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## Mackay Carpets

Manufacturers of Durham Carpets

Mr John Mackay, Chairman, this week reopened the Company's London showroom and design complex at Roman House, Wood Street, which has been refurbished to celebrate its 25th anniversary. New design ranges for hotels and public houses are amongst the many innovative items on display which include examples of the company's recent introduction of specialised tufted products being marketed by its subsidiary Hugh Mackay Special Products Limited.

### Interim Report 1983

|                              | Six months to 30th June 1983 | Six months to 30th June 1982 |
|------------------------------|------------------------------|------------------------------|
| Group turnover               | £5,305,000                   | £4,505,000                   |
| Trading profit before tax    | £102,000                     | (£69,000)                    |
| Interim dividend - per share | 1.40p                        | 1.40p                        |

### Statement by the Chairman

Margins remain small, but it is encouraging to see the turnaround in trading profit compared with the first half of 1982.

Although present trading conditions can hardly be termed "boom" the recent volume of enquiries remains encouraging and the current order book gives hope that the momentum will be sustained or indeed improved in the second half. This would repeat the trading cycle of the previous years.

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|-----------|---|-----------|
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| Saturday  | Heathrow - Anchorage - Tokyo - Osaka              | Sunday    |
| Sunday    | Heathrow - Anchorage - Tokyo - Osaka              | Monday    |
| Monday    | Heathrow - Moscow - Tokyo - Osaka                 | Tuesday   |
| Tuesday   | Heathrow - Anchorage - Tokyo - Osaka              | Wednesday |
| Wednesday | Heathrow - Anchorage - Tokyo - Osaka              | Thursday  |
| Thursday  | Heathrow - Copenhagen - Anchorage - Tokyo - Osaka | Friday    |

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Contact Miss Moorhead  
01-688 6352

## Chairman's Secretary

Chairman of large International Aviation Company. Located in Gatwick area. Requires a competent secretary who is not only good at shorthand and typing but also able to work on own initiative. This senior position offers an excellent salary, an interesting job, company pension scheme and travel opportunities.

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Health Care Company, must have experience in admin, sales export/import and secretarial, £27,500.

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Any person who desires to object to the grant of the said license should send to the Clerk to the Betting Licensing Committee, Magazine Court, PO Box 107, Nelson Street, Bristol, Avon BS99 1SU not later than the 13th day of October in writing of the ground or grounds on which objection is made.

Dated this 26th day of September 1983.

William Patrick Stogden.

required by notice in writing by the Licensing Authority, or by their agent or representative, to attend and prove their said debts or claims at such time and place as shall be specified in such notice, and that any person who is excluded from the benefit of any distribution made before such debts are proved.

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 Committee, Law Courts, Civic Centre,  
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 than the 13th day of October 1983, two  
 copies of a brief statement in writing of  
 the grounds of objection.  
 Dated this 28th day of September,  
 1983  
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 ACT 1963  
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 PRIVATE BAG 7730,  
 LONDON, W1A 9AT,  
 ENGLAND

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Yours faithfully,  
J. H. MOTHERS  
Secretary for Transport

Signature  
20th November 28, 1963.

**LECTURES AND MEETINGS**

107, Nelson Street, Bristol, Avon, GL1 3BB  
 will not later than the 25th day of  
 October 1982, deliver to the Registrar of Births  
 a statement in writing of the grounds of his  
 objection.  
 Witness my hand and seal this 26th day of September  
 1982.

**WILLIAM PATRICK STODOLN,**  
 Minister of the Parish.

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 The Archbishops' Commissioners have  
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